

AN ASSESSMENT OF SAN DIEGO AREA  
NAVY AND MARINE CORPS BASES  
IN LIGHT OF THE PROSPECT OF  
ANOTHER ROUND OF DEFENSE BASE CLOSURES AND REALIGNMENTS  
IN THE YEAR 2005,  
AS AUTHORIZED BY  
THE DEFENSE BASE CLOSURE AND REALIGNMENT ACT OF 1990,  
AS AMENDED BY THE NATIONAL DEFENSE AUTHORIZATION ACT  
FOR FISCAL YEAR 2002

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INTRODUCTION

This Assessment Of San Diego Area Navy and Marine Corps Bases In Light Of The Prospect Of Another Round Of Defense Base Closures And Realignment In The Year 2005, As Authorized By The Defense Base Closure And Realignment Act Of 1990, As Amended By The National Defense Authorization Act For Fiscal Year 2002, was prepared pursuant to a contract with the City of San Diego.

In accordance with that contract, this Assessment evaluates the military bases in San Diego County in light of the potential that they could be affected by another round of closures and realignments. To that end, the Assessment describes the physical characteristics of each base; the military missions that each base performs; the host and tenant activities on each base; and the

relationships among the military bases in San Diego County and other military bases and training ranges in the region, including bases in other parts of California, Arizona and Nevada. When relevant, the Assessment also treats the relationship between the San Diego bases and other military bases in the Pacific.

This Assessment then evaluates the likelihood that each base would be closed or significantly reduced in scope of operations by another round of closures and realignments. Finally, the Assessment recommends strategies for the City of San Diego and San Diego County to consider in response to the prospect of another round of base closures and realignments in the year 2005.

## **EXECUTIVE SUMMARY**

Since the end of the Cold War, the Department of Defense has conducted four rounds of Defense Base Closures and Realignments in 1988, 1991, 1993, and 1995. The rationale underlying these closures and realignments was that there had been substantial reductions in the force structure, i.e., military personnel and units such as ships and aircraft, which had not been matched by proportional reductions in infrastructure, i.e., military bases and facilities.

The Department of Defense has estimated that, even after four rounds of closures, it still has 25 percent more facilities than it needs. Thus, in 2001, Secretary of Defense Donald H. Rumsfeld urged Congress to authorize another round of closures, and, in the National Defense Authorization Act for Fiscal Year 2002, Congress granted the Department authority to conduct another round in the year 2005, provided that DoD justified the need to close additional bases in various submissions to Congress.

The Department of the Navy operates twelve major military bases and activities in the City of San Diego and in San Diego County. This Navy-Marine Corps complex consists of Naval Station San Diego, Naval Base Point Loma, Naval Medical Center San Diego, the Space and Naval Warfare

Systems Command Headquarters and Space and Naval Warfare Systems Center San Diego, Marine Corps Air Station Miramar, and Marine Corps Recruit Depot San Diego in the City of San Diego; Naval Air Station North Island, Naval Air Depot North Island, and Naval Amphibious Base Coronado in Coronado; Naval Outlying Landing Field Imperial Beach in Imperial Beach; Naval Weapons Station Seal Beach-Detachment Fallbrook in Fallbrook; and Marine Corps Base Camp Pendleton.

The operational bases in the San Diego area have high military value on their own and collectively as a network of military resources. Naval Station San Diego is home to the Pacific Fleet's largest concentration of Cruisers, Destroyers, Frigates, and Amphibious Ships and it also accommodates ships assigned to the Military Sealift Command and United States Coast Guard vessels. Naval Air Station North Island is homeport to three nuclear-powered Aircraft Carriers and it is the only base in the Pacific that can accommodate three Carriers. Its airfield supports the Pacific Fleet's helicopter squadrons and sea control jet aircraft squadrons as well as a detachment of maritime patrol aircraft. It is a major training base whose jets and helicopters also use the nearby offshore training ranges in the Eastern Pacific Ocean and whose helicopters

also train on the Outlying Landing Field at Imperial Beach. Naval Amphibious Base Coronado provides realistic training in expeditionary and special warfare in classrooms and on its beaches for Navy and Marine Corps personnel learning and practicing the doctrine and tactics of expeditionary and special warfare. The former Naval Submarine Base San Diego facilities, now part of Naval Base Point Loma, are homeport to five nuclear-powered Attack Submarines of the Pacific Fleet that train and operate with the Aircraft Carrier Battle Groups and the Amphibious Ready Groups based at NAS North Island and Naval Station San Diego.

Marine Corps Base Camp Pendleton is an extremely active base that allows Marines to train for virtually every kind of warfare they could encounter from amphibious landings to desert, mountain, and urban warfare. Its training ranges allow a broad range of ground and air warfare exercises that include the use of live ordnance from artillery and aircraft as well as rifles and mortars. Marine Corps Air Station Miramar is home to fighter and attack jet aircraft and helicopters. Its aviators conveniently train on the offshore ranges in the Eastern Pacific Ocean off the coast of Southern California and on the desert ranges in Southern and Southeastern California and Southwestern Arizona. Miramar is centrally located to

allow efficient, effective and economical training for fixed wing and rotary wing aircraft squadrons.

It is unlikely that the Department of Defense would close these operational bases or significantly reduce their operations in the 2005 round of Defense Base Closures and Realignments. Each base supports important military missions and has high military value on its own. Their value collectively as a network, supplemented by the other Navy and Marine Corps bases and training ranges in Southern and Southeastern California and Southwestern Arizona and offshore in the Eastern Pacific Ocean, is extraordinary.

It is also unlikely that the Department would close or significantly reduce the operations of Naval Medical Center San Diego, which is a modern, full-service hospital that serves both active duty and retired service members and their families. Similarly, it is unlikely that the Department would close or significantly reduce the operations of Naval Weapons Station Seal Beach's Detachment at Fallbrook. It supplies Amphibious Assault Ships based at the Naval Station and the First Marine Expeditionary Force based at Camp Pendleton with ordnance and ammunition and it supplies missiles that the Pacific Fleet aircraft squadrons carry.

In light of its location and versatility, it is unlikely that the Department would close Naval Base Point Loma, but, as discussed below, it could reduce some of the activities that are based there. The Point Loma Fuel Department supplies petroleum products for all of the Naval vessels in San Diego, and Point Loma's Magnetic Silencing Facility minimizes the likelihood that Pacific Fleet ships will attract mines. The physical plant associated with these activities is substantial and not likely to be relocated elsewhere.

There are, however, Navy and Marine Corps activities that will be evaluated in the 2005 round of closures and likely considered for reduction and/or consolidation with similar activities being conducted elsewhere. These are Point Loma's Submarine Squadron Eleven, Naval Air Depot North Island, the Space and Naval Warfare Systems Command Headquarters in Old Town, Space and Naval Warfare Systems Center San Diego on Point Loma, and Marine Corps Recruit Depot San Diego adjacent to Lindbergh Field.

There are only five Attack Submarines that comprise Squadron Eleven based at the former Naval Submarine Base San Diego facilities at Naval Base Point Loma. Nearly all of the Pacific Fleet's Attack Submarines are homeported at the Naval Submarine Base Pearl Harbor facilities at Naval

Station Pearl Harbor on the island of Oahu in Hawaii. If the Pacific Fleet concludes that it is no longer advantageous for training and operational purposes to base Attack Submarines close to the Aircraft Carriers, Cruisers and Destroyers based at NAS North Island and Naval Station San Diego, it could move those submarines to Pearl Harbor.

Similarly, the Department of Defense will likely consider the possibility of consolidating Marine Corps Recruit Depot San Diego with the Marine Corps' East Coast Recruit Depot at Parris Island, South Carolina. There are sound operational and economic reasons for DoD to maintain a West Coast Marine recruit training center, and the Marine Corps is likely to advance strong arguments in favor of retaining MCRD San Diego. Nevertheless, the Navy closed its West Coast recruit training center at San Diego in the 1993 round of Defense Base Closures and Realignment, and advocates of consolidation within DoD are certain to raise the prospect of closing MCRD in the 2005 round.

The Secretary of Defense has stated that: "A primary objective of BRAC 2005, in addition to aligning our base structure to meet our post-Cold War force structure, is to examine and implement opportunities for greater joint activity." He also observed that: "While some unique functions may exist, those functions that are common across



the Services must be analyzed on a joint basis." The Secretary is referring to organizations he describes as "common business-oriented support functions," and these include maintenance and repair depots such as Naval Air Depot North Island and research and development and test and evaluation laboratories and engineering centers such as the Space and Naval Warfare Systems Command Headquarters and Space and Naval Warfare Systems Center San Diego.

The Naval Air Depot at North Island maintains, repairs and performs overhauls on a variety of Navy and Marine Corps aircraft and the main engine turbines on many Navy Cruisers and Destroyers. Its Navy Primary Standards Laboratory is a unique asset for the Department of Defense. Nevertheless, it is a business-oriented support function and DoD will likely consider whether its activities can be consolidated with similar repair, maintenance and overhaul activities at other Military depots or privatized.

The Navy's Space and Naval Warfare Systems Command, based in the Old Town section of San Diego, is one of the Navy's three systems commands. The other two are the Naval Sea Systems Command in Washington, D.C. and the Naval Air Systems Command in Southern Maryland. Recently, the Department of the Navy reorganized this command, which is known as SPAWAR, and transferred nearly all of its

acquisition authority to organizations that are independent of SPAWAR. Thus, SPAWAR is now largely an engineering center that supports the organizations that gained its acquisition authority and also has responsibility as the chief engineer for development of the Navy's command, control, communications, computers and intelligence systems (C4I) and as the architect for the Navy's concept of network-oriented warfare. These are important responsibilities, but the reorganization suggests the possibility that, in the future, SPAWAR could be merged with the Naval Sea Systems Command or the Naval Air Systems Command or with a new Navy systems command that would absorb all three systems commands or with a new DoD-wide acquisition organization that would have authority over the acquisition of all command, control, communications and intelligence systems.

Space and Naval Warfare Systems Center San Diego is situated in 12 major and many smaller buildings at Naval Base Point Loma. It is the Navy's principal research and development, test and evaluation, and engineering center for command, control, communications, computers and intelligence, surveillance and reconnaissance systems (C4ISR). It performs extremely important work that is central to the Department of Defense's major initiative to

transform the Armed Forces for Twenty-First Century warfare, because the C4ISR systems that it develops and delivers allow the Army, the Navy, the Marine Corps and the Air Force to operate together. Joint operations are one of the most important facets of transformation, and SSC San Diego investigates the technology and develops the systems that allow joint forces to communicate with each other; gain information about their adversaries; and exchange information with each other.

However, the other Military Departments have research and development and test and evaluation laboratories that are also engaged in C4ISR projects. Thus, to the extent that Navy, Army and Air Force laboratories duplicate each other's work or overlap with each other's work, they will likely be considered for consolidation.

The Secretary has also stated that: "Prior BRAC analyses considered all functions on a service-by-service basis and, therefore, did not result in the joint examination of functions that cross services." To that end, he directed DoD to identify the support functions that will receive joint analysis and to develop the common metrics to be applied to those analyses by mid-April 2003. This early focus on functions that each Military Department performs, such as C4ISR research and development, suggests

that DoD will conduct a rigorous examination of each Military Department's research and development program and look for ways to consolidate them. The Systems Center is well positioned, particularly since it conducts some research and development that the other Military Departments do not conduct, but it will still receive a thorough evaluation by DoD analysts searching for opportunities to consolidate at least some of its activities in a joint research and development, test and evaluation, and engineering center.

## **THE NEW BASE CLOSURE STATUTE**

### **INTRODUCTION**

The Department of Defense has estimated that, even after four rounds of base closures in 1988, 1991, 1993, and 1995, it still has about 25 percent too many facilities. Thus, in 2001, Secretary of Defense Donald H. Rumsfeld urged Congress to authorize another round of closures, and, in the National Defense Authorization Act For Fiscal Year 2002, Congress granted the Defense Department authority to conduct another round in the year 2005, provided that certain requirements are met.

In December of 2001, Congress enacted the National Defense Authorization Act For Fiscal Year 2002, which amended the Defense Base Closure and Realignment Act of 1990, 10 U.S.C. Section 2687 note (1994), to authorize another round of military base closures and realignments in the year 2005. All military bases in the United States will be considered equally without regard to whether the bases were previously considered or proposed for closure or realignment by the Department of Defense. (Sections 2913(c)(3)(A), 2914(b)(1)).

The rationale underlying this round, as with its predecessors, is that there have been substantial

reductions in force structure, i.e., military personnel and units such as ships and aircraft, which have not been matched by proportional reductions in infrastructure, i.e., bases and facilities. The events of September 11, 2001, will certainly have an effect on defense strategy and missions, and their impact on infrastructure requirements will likely be determined during this process.

#### **NEW REQUIREMENTS**

The amended statute introduces new requirements into the process by which bases are selected for closure.

First, when the Department of Defense submits to Congress its budget for Fiscal Year 2005, which begins on October 1, 2004, DoD must also submit a force structure plan for the Armed Forces that is based on an assessment of the probable threats to the national security during the twenty-year period from the year 2005 to the year 2025; the probable forces and major units that will be needed to meet these threats; and the anticipated levels of funding that will be available for national defense during this period of time. (Section 2912(a)(1)(A)).

Second, the Secretary of Defense must also submit a comprehensive inventory of military installations worldwide for each Military Department, describing each facility in

the active and reserve components of the Army, Navy, Marine Corps, and Air Force. (Section 2912(a)(1)(B)).

Third, using the force structure plan and the infrastructure inventory, the Secretary must then prepare and submit a description of the infrastructure that would be necessary to support the force structure described in the force structure plan; a discussion of categories of excess infrastructure and infrastructure capacity; and an economic analysis of the effect of the closure or realignment of military installations. (Sections 2912(a)(2)(A),(B),(C)).

Significantly, the amended statute also provides that, in determining whether there is excess infrastructure, the Secretary of Defense must consider any efficiencies that could be gained from joint tenancy by more than one branch of the Armed Forces at a military installation. This is an explicit recognition of the important role that "jointness" (i.e., consolidation of the similar activities of two or more Military Departments at one site) will play in the next round of closures. (Section 2912 (a)(3)(B)).

Fourth, based upon the force structure plan and the infrastructure inventory and the economic analysis, the Secretary must submit to Congress a certification regarding whether the need exists for the closure or realignment of

additional military installations and, if such need exists, a certification that the additional round of closures and realignments would result in annual net savings for each of the Military Departments (Army, Navy, and Air Force) beginning not later than Fiscal Year 2011. (Sections 2912(b)(1)(A),(B)). If the Secretary does not submit these certifications to Congress, the closure and realignment process will be terminated. (Section 2912(b)(2)).

The Department of Defense has begun preparing the twenty-year force structure plan, the infrastructure inventory, and the report of infrastructure requirements and excess capacity and will submit them as well as the certification regarding the need for another round of Defense Base Closures and Realignments in February of 2004.

#### **SCHEDULE**

If the Secretary of Defense certifies that there is a need for another round of base closures and realignments and that these closures and realignments would result in annual net savings for each Military Department by the year 2011, the process of developing recommendations for closure and realignment will begin early in Calendar Year 2004, so that the Defense Department can submit its recommendations to the Defense Base Closure and Realignment Commission in May of 2005.



The schedule for the 2005 round of base closures is as follows:

December 2003: DoD must publish its proposed selection criteria for the Military Departments to apply when making recommendations for closure and realignment no later than December 31, 2003, and, after a public comment period, must publish its final selection criteria no later than February 16, 2004.

(Sections 2913(a)(1)) and (e)).

February 2004: DoD will submit the twenty-year force structure plan; the worldwide infrastructure inventory; the report of infrastructure requirements and excess capacity; and, if appropriate, the certifications that the need exists for another round of closures and realignments and that the Military Departments will achieve annual net savings within six years. (Section 2912(a)(1)).

March 2005: The President must nominate nine Commissioners to serve on the Defense Base

Closure and Realignment Commission no later than March 15, 2005. (Sections 2912(d)(1),(3)).

May 2005: The Secretary of Defense must submit the Defense Department's recommendations for closure and realignment to the Commission and to Congress no later than May 16, 2005. (Section 2914(a)).

September 2005: The Commission must submit its report to the President, identifying bases that it recommends for closure and realignment no later than September 8, 2005.

(Section 2914(d)(1)). The President has fifteen days, until September 23, 2005, to approve or disapprove the Commission's recommendations. (Section 2914(e)(1)).

If the President approves all of the Commission's recommendations, the President transmits certification of that approval to Congress (Section 2903(e)(2)), and Congress has forty-five days to disapprove the entire list. (Section 2904(b)(A)).

If the President disapproves the recommendations of the Commission, in whole or in part, the President transmits to the Commission and to Congress the reasons for that disapproval. (Section 2903(e)(3)). The Commission then has until October 20, 2005, to submit a revised list of recommendations for closure and realignment to the President. (Section 2914(e)(2)).

November 2005: The President must send an approval to Congress, accepting the Commission's revised list by November 7, 2005. If the President does not transmit an approval to Congress by November 7, 2005, the closure and realignment process will be terminated. (Section 2914(e)(3)).

On November 15, 2002, the Secretary of Defense issued policy guidance to the Department of Defense, the Military Departments, and the Joint Chiefs of Staff concerning the 2005 round of Defense Base Closures and Realignments in a Memorandum captioned "Transformation Through Base Realignment and Closure." This Memorandum makes clear that

in BRAC 2005, the Department of Defense is seeking not only to eliminate excess physical infrastructure, but also to reconfigure its current infrastructure in ways that maximize the capabilities of the operating forces to fight wars effectively and efficiently, including looking for opportunities to combine now-separate activities of the Military Departments into joint activities and to consolidate common business-oriented support activities such as research and development and test and evaluation activities.

The Military Departments have begun to prepare their respective force structure studies, infrastructure inventories, and infrastructure requirements and excess capacity analyses. The Department of Defense will publish its proposed selection criteria (in addition to the statutory criteria) by December 31, 2003, and, after a period for public comment, will publish its final criteria in the Federal Register by February 16, 2004. (Sections 2913(a)(1) and (e)).

#### **BASE CLOSURE SELECTION CRITERIA**

As in the previous rounds of closures and realignments, military value will be the primary criteria applied to select bases for closure and realignment. However, the amended statute explicitly sets out certain

factors that DoD must consider when ascertaining the military value of an installation. (Sections 2913(b)(1)-(5)). This is a change from the procedure that was followed in the previous rounds, where only DoD developed the particular criteria that the Military Departments were to apply in making judgments about military value. Indeed, the new statute explicitly states that the selection criteria applied in previous rounds of base closures shall not apply to the 2005 round. (Section 2913(f)).

The amended statute explicitly states that military value shall include:

Preservation of training areas suitable for maneuver by ground, naval, or air forces to guarantee future availability of such areas to ensure the readiness of the Armed Forces;

Preservation of military installations in the United States as staging areas for the use of the Armed Forces in homeland defense missions;

Preservation of military installations throughout a diversity of climate and terrain areas in the United States for training purposes;

The impact on joint warfighting, training, and readiness; and

Contingency, mobilization, and future total force requirements at both existing and potential receiving locations to support operations and training.

(Sections 2913(b)(1)-(5)).

In addition to military value, the selection criteria mandated by Congress also include consideration of the Return on Investment. In particular, the statute provides that the Secretary of Defense must address the extent and timing of potential costs and savings, including the amount of time it will take for the savings to exceed the costs. These considerations are similar to those that were taken into account during the previous rounds.  
(Section 2913(c)(1)).

The selection criteria also include consideration of the economic, physical, and environmental impacts of closures and realignments. The amended statute directs DoD to consider the economic impact on existing communities in the vicinity of military bases; the ability of both existing and potential receiving communities' infrastructure to support forces, missions, and personnel;

and the impact of costs arising out of potential environmental restoration, waste management, and environmental compliance activities. (Sections 2913(c)(2)-(4)). These considerations are also similar to those that were taken into account during the previous rounds, although they are more explicit with respect to considering the impact of environmental remediation costs.

Many of these factors were implicitly considered in the previous rounds. However, their explicit inclusion in the statute endows them with a significance that will be very important in the analyses that each Military Department will undertake.

#### **PRIVATIZATION**

The new statute limits the Department of Defense's discretion to privatize in place a base that is recommended for closure. In the 2005 round, the Secretary of Defense may privatize a base that the Commission recommended for closure or realignment only if privatization in place is a method of closure or realignment of the base that was specified in the Commission's recommendations and determined by the Commission to be the most cost-effective method of implementing the Commission's recommendation. (Section 2904(a)(3)).

### **PLACING BASES IN INACTIVE STATUS**

Unlike the statute that governed previous rounds of closures, the new base closure statute authorizes the Department of Defense to place a base in inactive status if the Secretary determines that the installation may be needed in the future for national security purposes or if retention of the base is otherwise in the interest of the United States. (Section 2914(c)). That could mean moving the missions and personnel from the base and maintaining the property in a caretaker status.

### **CONSIDERATION OF VIEWS OF LOCAL GOVERNMENTS**

The new statute also provides that in making recommendations to the Commission in 2005, the Secretary of Defense shall consider any notice received from a local government in the vicinity of a military installation that the local government would approve of the closure or realignment of the installation. This provision only requires the Secretary to consider the views of the local government. The Secretary must still make recommendations based upon the force structure plan, the infrastructure inventory, and the final selection criteria. Those recommendations, however, must include a statement of the result of the Secretary's consideration of the local



government's views and the reasons for that result.

(Sections 2914(b)(2)(A), (B), (C)).

#### **COMMISSION ADDITIONS TO DoD CLOSURE RECOMMENDATIONS**

The Defense Base Closure and Realignment Commission may not consider making a change in the recommendations of the Secretary of Defense that would add a base to the Secretary's list of bases recommended for closure or realignment unless (1) the Secretary has an opportunity to explain why the base was not included on the Defense Department's list of bases recommended for closure and realignment; and (2) the decision to add the base is supported by seven of the nine members of the Commission. (Section 2914(d)(3)(A),(B)).

#### **CONCLUSION**

The next round of base closures and realignments will differ from the four previous rounds in that the Department of Defense will seek not only to reduce infrastructure by shedding excess capacity but also to shape the Armed Forces of the Twenty-First Century by deciding where those forces should be and what kind of facilities should be there to support them.

The Department of Defense will likely evaluate its force structure requirements; identify its core functions; and then use the base closure and realignment process to

place those functions at bases across the United States in ways that both maximize the functional capability of the Armed Forces and eliminate excess infrastructure.

The core functions will consist of Operational functions at bases such as air stations, naval stations, and ground posts; Logistics functions at bases such as shipyards, industrial depots, supply centers, and construction facilities; Educational and Training functions at bases that provide basic training, technical training, and undergraduate and graduate flight training; and Support functions at bases such as administrative centers, medical centers, technical centers, laboratories, research and development and test and evaluation facilities, and training ranges. When it evaluates the latter two categories, i.e., Educational and Training and Support functions and bases, the Department of Defense will likely focus on the efficiencies that could be gained from "jointness" and consolidation.

In the course of determining where its Twenty-First Century forces should be located, the Military Departments will also likely consider, in addition to the prescribed elements of military value, the extent to which a base is able to carry out its assigned missions without degradation caused by constraints such as encroachment and community

resistance to routine military operations. Communities that work with the Military Departments in a cooperative spirit to resolve problems that arise out of the normal conduct of routine military activities are more likely to retain the bases in their cities and towns.

## MARINE CORPS AIR STATION MIRAMAR

### BACKGROUND

In the 1991 round of Defense Base Closures and Realignment, Marine Corps Air Station Tustin in Orange County, California, was selected for closure, and its helicopter assets were to relocate to the Marine Corps Air Ground Combat Center at Twentynine Palms, California. In the 1993 round of Defense Base Closures and Realignment, Marine Corps Air Station El Toro, also located in Orange County, was selected for closure, and its aircraft and personnel were to relocate to Naval Air Station Miramar and Marine Corps Air Station Camp Pendleton. Additionally, the 1993 round of Defense Base Closures and Realignment changed the destination of the MCAS Tustin helicopter assets from Twentynine Palms to Naval Air Station Miramar and Marine Corps Air Station Camp Pendleton. As a result, the jet aircraft squadrons at El Toro moved to Miramar, and the helicopters squadrons at Tustin moved to Miramar and Camp Pendleton.

In an associated action, the Navy jet aircraft squadrons and related activities at Naval Air Station Miramar were to relocate to other naval air stations, i.e., Naval Air Station Lemoore, about 30 miles south of Fresno,

California; Naval Air Station Fallon, Nevada, about 60 miles southeast of Reno; Naval Air Station Point Mugu, California, about 40 miles northwest of Los Angeles; and Naval Air Station Oceana in Virginia Beach, Virginia, just south of Norfolk.

The Navy F/A-18 fighter and attack aircraft at Miramar moved to NAS Lemoore. The various jet aircraft that had been assigned to the Navy's "Top Gun" training program at Miramar moved to NAS Fallon. The Navy's E-2C electronic surveillance and communications aircraft moved from Miramar to NAS Point Mugu. And the Navy F-14 fighter aircraft that had been based at Miramar moved to NAS Oceana. Naval Air Station Miramar became Marine Corps Air Station Miramar on October 1, 1997, and the Marine Corps Air Stations at El Toro and Tustin closed on July 2, 1999.

#### **PHYSICAL CHARACTERISTICS**

The Miramar base is located about ten miles north and east of the downtown section of the City of San Diego and is bounded on the north by Miramar Road; on the west by Interstate Highway 805; on the south by California State Highway 52; and on the east by Santee Lakes Regional Park. Interstate Highway 15 divides the base into eastern and western segments. The base is located about five miles east of the Pacific Ocean.

The Marine Corps Air Station at Miramar covers about 23,000 acres. About 15,500 acres are located east of Interstate Highway 15, and about 7,500 acres are located west of I-15. The area east of I-15 is largely undeveloped, and the area west of that highway is developed for military aviation operations with associated hangars, administrative, training, medical, personnel, and housing facilities.

The Air Station has two operating runways. The left runway is 8,000 feet in length, and the right runway is 12,000 feet long. There is a third runway that is not regularly used as an operating runway. This runway is used for loading ordnance on combat aircraft; for helicopter operations; and for recovery of aircraft in emergencies. The Air Station also has a new control tower that was built in the late 1990's to support Marine Corps operations at the base.

The Air Station has 10,500 Marines, Sailors and Civilians working on the base at the present time. They are engaged in a broad range of activities generated by the presence of more than 250 aircraft of very different characteristics and missions. Known as "base loading," these numbers highlight the busy nature of MCAS Miramar.

For example, units from MCAS Miramar have in recent years been engaged in operations in Iraq, Turkey, Germany, Bosnia, East Timor and Afghanistan with names such as Southern Watch Iraq, Northern Watch Turkey, Desert Thunder, Desert Fox, Joint Forge, Safe Departure, Noble Response and Enduring Freedom. Miramar units were also engaged in Operation Alaska Road in the southeastern corner of Alaska.

#### **COMMANDS, ACTIVITIES AND FACILITIES ON THE BASE**

Marine Corps Air Station Miramar accommodates both fixed wing and rotary wing aircraft operations. The base is home to the Commander of Marine Corps Air Bases Western Area, known as COMCABWEST, a Major General who is also the Commanding General of Marine Corps Air Station Miramar. The mission of COMCABWEST is to ensure that the operating aviation units have the facilities and services they need to carry out their missions. The other Air Stations that fall under the command of COMCABWEST are Marine Corps Air Station Camp Pendleton in the northern part of San Diego County and Marine Corps Air Station Yuma in southwestern Arizona.

The primary tenant at Marine Corps Air Station Miramar is the Third Marine Aircraft Wing (MAW), known as the Third MAW. The Third MAW is the air combat element of the First Marine Expeditionary Force, which is headquartered at

Marine Corps Base Camp Pendleton, and the Wing is commanded by a Major General whose Assistant Wing Commander is a Brigadier General. The Third MAW's subordinate commands at Miramar are Marine Aircraft Group 11, Marine Aircraft Group 16, Marine Air Control Group 38, and Marine Wing Support Group 37.

The mission of the Third MAW is to provide combat-ready, aviation forces capable of deployment on short notice to Marine Air Ground Task Forces, Naval Forces, and Unified Commanders such as the Commander of the Pacific Command, which is responsible for military operations in the Eastern and Western Pacific regions; the Commander of the Central Command, which is responsible for military operations in the Persian Gulf, Central Asia, including Afghanistan and Iraq, and East Africa; and the Commander of the recently established Northern Command, which is responsible for homeland defense.

The Third MAW has both fixed wing and rotary wing aircraft in its forces. Currently, there are about 236 aircraft at MCAS Miramar, consisting of 120 fixed wing aircraft, 112 rotary wing aircraft, and about four Station aircraft of various types.

The fixed wing aircraft are the Fighter and Attack aircraft, the F/A-18 Hornets, and the Transport and Aerial



Refueling aircraft, the KC-130's, that are assigned to Marine Aircraft Groups 11 and 46. The rotary wing aircraft are the CH-46E Sea Knight medium lift helicopters and the CH-53E Super Stallion heavy lift helicopters that are assigned to Marine Aircraft Group 16.

Marine Aircraft Group 11 consists of seven squadrons of F/A-18 Hornets and one squadron of KC-130 Transport and Aerial Refueling aircraft. There are six operational squadrons of F/A-18's within MAG-11: VMFA-121, VMFA-225, VMFA-232, VMFA-242, VMFA-314, and VMFA-323. Each of these squadrons is composed of 12 aircraft. There is one F/A-18 Training squadron within MAG-11, VMFAT-101, which is composed of 24 aircraft. And there is one squadron of KC-130's within MAG-11, VMGR-352, which is composed of 12 aircraft. Marine Aircraft Group 46, a Marine Corps Reserve unit, has one squadron at MCAS Miramar, VMFA-134, which is also composed of 12 F/A-18 Hornets.

Marine Aircraft Group 16 consists of four squadrons of CH-46E Sea Knight helicopters that carry troops and their equipment and four squadrons of CH-53E Super Stallion helicopters that carry troops and heavy equipment loads. The CH-46E medium lift squadrons are: HMM-161, HMM-163, HMM-165, and HMM-166. Each of these squadrons is composed of 12 aircraft. The CH-53E heavy lift squadrons are: HMM-

361, HMH-462, HMH-465, and HMH-466. Each of these squadrons is composed of 16 aircraft.

The aircraft of the Third MAW and their supporting personnel operate with Aircraft Carriers (CV's) and Helicopter Carriers (LHA's and LHD's) assigned to the Navy's Third Fleet, which is homeported in San Diego. They also deploy overseas to operate with the Navy's Fifth Fleet in the Middle East and with the Navy's Seventh Fleet in the Western Pacific.

Other tenants at the base include elements of Marine Aircraft Group 46 (a Marine Corps Reserve unit); Navy components such as the 23-acre Naval Consolidated Brig that falls within the administrative organization of Naval Base Point Loma, the Naval Aviation Maintenance Training Detachment, the Aviation Physiology unit, and a medical clinic associated with Naval Medical Center San Diego (Balboa); a branch clinic of the 13<sup>th</sup> Dental Company that is headquartered at Marine Corps Base Camp Pendleton; and a veterinary clinic operated by the Army. In addition, parts of the Air Station property are leased out to private entities for agricultural uses, educational purposes, and recreational activities and to the City of San Diego, which leases property on the southern part of the Air Station for use as a landfill.

The State of California's Technology, Trade and Commerce Agency estimates that the personnel and activities at Marine Corps Air Station Miramar have a substantial annual economic impact on San Diego County in the range of \$459,000,000. In particular, during the year 2001, the military and civilian payrolls accounted for \$356,000,000. Base operating funds accounted for \$82,000,000. Construction on the base accounted for \$14,000,000, and there were additional expenditures of about \$6,800,000. The Air Station is the seventh largest employer in San Diego County.

As a consequence of the 1993 decision to convert the Air Station from a Navy master jet base to a Marine Corps master air station with fixed and rotary wing aircraft, the Marine Corps estimates that the Department of the Navy has invested nearly \$600,000,000 in building new facilities and renovating and improving existing facilities on the base. These new or improved facilities include a new control tower, aircraft hangars, military family housing, and housing for single service members known as Bachelor Enlisted Quarters (BEQ's) and Bachelor Officers Quarters (BOQ's). There is also a modern, large commissary-exchange complex that recently expanded substantially.

Affordable housing is a major quality of life issue for Marines and Sailors in San Diego because of the increasing population and limited amount of available property. When the Navy implements its plan to move Sailors from in-port ships to housing in the year 2008, this problem will be exacerbated.

Currently, there are 3,100 bachelor housing units (in BEQ's and BOQ's) and 527 military family housing units (in houses) on the base. The Marine Corps wants to build more housing on the base to solve the Marines' problem of obtaining affordable housing in a very expensive housing market; to reduce automobile traffic to and from the base; and to ease the housing pressure placed on the local community in the vicinity of the base by military personnel seeking to live near the Air Station. To that end, the Marine Corps has identified three sites in the eastern section of Miramar that are suitable for housing and believes that new housing could be available there in the year 2005, if it is authorized and funded in the near future.

#### **MILITARY VALUE**

Based upon the criteria set forth in the new base closure statute, Marine Corps Air Station Miramar has high military value. In Section 2913(b) of the statute,

military value must include the preservation of training areas suitable for maneuver by air forces; preservation of military installations as staging areas for use of the Armed Forces in homeland defense missions; preservation of military installations throughout a diversity of climate and terrain areas for training purposes; and contingency, mobilization, and future total force requirements to support operations and training. Miramar clearly meets each of these criteria.

#### **CONVENIENTLY LOCATED MARINE CORPS AND NAVY COMMANDS**

Marine Corps and Navy commands that had been separated by the distance between the Air Stations in Orange County and San Diego are now located in the same metropolitan area. As a result, communications between the two sea services have improved and it is now easier to plan and coordinate joint exercises and missions. Marine and Navy planners can now meet face to face more conveniently and, as a result, they do meet more frequently. In light of the fact that Marine Corps aircraft squadrons now routinely deploy with Navy squadrons on Aircraft Carriers as integral components of the Carrier Air Wing, these communications are likely to increase. This proximity has also enhanced the cohesiveness of the Navy-Marine Corps team and community in Southern California.

The Marine aviators' move from El Toro and Tustin to Miramar also improved communications, planning and coordination with the Marines at Marine Corps Base Camp Pendleton in the northern part of San Diego County. Camp Pendleton is the headquarters of the First Marine Expeditionary Force (I MEF), of which the Third Marine Air Wing at Miramar is a component, and the First MEF's offices are located at the southern end of Camp Pendleton, less than an hour's drive north on Interstate Highway 5 from Miramar.

The most important advantage that flows from the proximity of these two bases is the improvement in force generation, i.e., bringing forces together for training and operations so that units can train together and deploy together. The closeness of Miramar and Pendleton permits the First MEF to generate Third MAF forces for deployment into theaters overseas more efficiently than when the Miramar units were based at the two Air Stations in Orange County and separated by longer distances.

**MIRAMAR IS THE HUB OF A WHEEL  
ON WHOSE RIM ARE LOCATED THE MOST VALUABLE  
AND UNIQUE TRAINING RESOURCES IN THE UNITED STATES.**

Miramar's location is central to the air warfare training exercises and missions that Marine aviators regularly conduct. From MCAS Miramar, the Marines have

ready access to the air warfare training ranges at: Marine Corps Base Camp Pendleton, the Marine Corps Air Ground Combat Center at Twentynine Palms, the Naval Air Facility at El Centro, California, the Marine Corps Air Station in Yuma, Arizona, the Chocolate Mountains in southeastern California (northeast of El Centro and northwest of Yuma), and the Barry M. Goldwater Range, which includes the Cabeza Prieta National Wildlife Refuge in southwestern Arizona, just east of Yuma.

The Miramar aviators are also a short distance from the Naval Auxiliary Landing Field and Navy ranges on San Clemente Island, sixty-five miles west of San Diego, and from the Navy's other offshore ranges in its operating areas in the Eastern Pacific Ocean. Miramar's coastal location makes it ideal for Marine aviators to engage in joint training with Navy aircraft carriers, three of which are homeported nearby at Naval Air Station North Island, and with Navy amphibious ships such as the helicopter carriers that are homeported at Naval Station San Diego.

These air warfare training ranges provide aviators from Miramar with convenient, efficient, economic and diverse opportunities to train. The ranges are well within the fuel capacity limits of the aircraft at Miramar and enable their pilots, crews and logistical support teams to

gain a wide variety of experience in a relatively short period of time without having to fly great distances and without expending great quantities of fuel.

In addition, the Federal Aviation Administration's (FAA) air traffic routes in the southwestern part of the United States take account of the airspace above these ranges and prohibit commercial and general aviation from operating in this airspace when it is being used for military activities. These FAA restrictions enable military aircraft to undertake the full range of training in this region safely and without interference. By retaining control over each of these restricted areas of airspace, the military ensures the continuing viability and availability of the unique network of training opportunities that the southwestern part of the United States provides to military aviators.

#### **MARINE CORPS AIR STATION MIRAMAR'S RESOURCES**

In addition to its proximity to the air warfare training ranges, the base at Miramar itself provides Marine aviators with an array of training facilities and opportunities that include field carrier landing practice for both jets and helicopters using the optical landing system employed on aircraft carriers; touch and go patterns; ground control approach box patterns that



replicate carrier landings on rolling decks; instrument training patterns; and the availability of ordnance storage and loading operations on the airfield. There are also areas in the eastern part of Miramar that provide ample opportunities for ground training and explosive ordnance disposal activities.

Additionally, the Navy S-3 and C-2 aircraft homeported at Naval Air Station North Island in Coronado, California, use the training facilities at MCAS Miramar for field carrier landing practice. Miramar is also the aerial port of embarkation for the Third MAW, i.e., the base where the Air Force loads Marine Corps troops, helicopters and equipment on C-5's, C-17's and C-141's for transportation overseas.

By virtue of their location, the F/A-18's at MCAS Miramar have extraordinary opportunities to train at the Navy's offshore ranges in the Eastern Pacific Ocean and at several ranges in Southern California and Southwestern Arizona that permit training with live ordnance. These aircraft can launch from Miramar; fly to the air warfare ranges at Camp Pendleton, Twentynine Palms, El Centro, Yuma, or the Chocolate Mountains; drop their ordnance, launch their missiles, and fire their guns; and return to Miramar on one tank of fuel in a relatively short period of

time. There is no need to refuel and no need to land at an intermediate base before commencing and after concluding their training exercises. Miramar's CH-46D and CH-53E helicopters enjoy similar benefits. The efficiencies and economies are unparalleled.

#### **MIRAMAR'S RELATIONSHIP WITH THE OFFSHORE RANGES**

The Navy maintains two ranges in the Eastern Pacific Ocean that are located a short distance from MCAS Miramar. The Navy's range on San Clemente Island, located among the Channel Islands, about 70 miles northwest of San Diego, is used for naval gunfire support training for ships; for air to ground warfare training for aircraft; for special operations training; and to support the missile research and development activities conducted at Naval Base Ventura County's Naval Air Station Point Mugu, about 40 miles northwest of Los Angeles, and at the Naval Air Warfare Center at China Lake in the Mojave Desert near Ridgecrest, California.

The Marine F/A-18's from Miramar regularly use the facilities at San Clemente Island for field carrier landing practice during the day and at night, because this facility is equipped with the same kind of optical landing system used on aircraft carriers. By virtue of San Clemente's location, the jets can practice night carrier landings on

the island without incurring any complaints about noise. The airfield at San Clemente also provides instrument training for pilots and air crews so that they can practice approaches to runways. Helicopters from MCAS Miramar use the island for low-level navigation training and for training at night using night vision devices.

The helicopters based at Miramar and Camp Pendleton also use San Clemente's facilities to train with Marine infantry troops. The CH-46D and CH-53E helicopters from Miramar and Pendleton insert troops on to the airfield, and the C-130 cargo aircraft from Miramar follow them with more Marines. Other Marines are transported to the island by helicopters from amphibious ships operating off the coast of Southern California.

The Navy also maintains offshore ranges in the Eastern Pacific Ocean from 25 miles offshore to 200 miles offshore. In this sea space, the Navy conducts Aircraft Carrier Battle Group and Amphibious Ready Group exercises that integrate the Carrier Battle Group's ships and aircraft with the Amphibious Ready Group's ships, aircraft and Marine troops. Both fixed wing aircraft and helicopters from Miramar regularly participate in these exercises, which involve Marine F/A-18's launching from and landing on aircraft carriers on their way to and from the air to

ground ranges and Marine CH-46D's and CH-53E's shuttling troops from amphibious ships at sea to the ground ranges.

#### **MIRAMAR'S RELATIONSHIP WITH CAMP PENDLETON**

The Third Marine Aircraft Wing based at Miramar is the air combat element of the First Marine Expeditionary Force, which is based at Camp Pendleton. Marine aviators from MCAS Miramar regularly use the air warfare training ranges at Camp Pendleton in northwestern San Diego County. Both the fixed wing aircraft from Miramar, the F/A-18's, and the rotary wing helicopters, the CH-46's and the CH-53's, regularly participate in live fire training exercises at Camp Pendleton that integrate Marine air units with Marine ground units in realistic training scenarios. Additionally, the Marine Corps Air Station at Camp Pendleton enhances training as well as operational activities for the aircraft based at Miramar.

#### **MIRAMAR'S RELATIONSHIP WITH TWENTYNINE PALMS**

Located in the Mojave Desert about 125 miles northeast of MCAS Miramar, the Marine Corps Air Ground Combat Center at Twentynine Palms provides the Marine Corps with the venue and opportunity to conduct combined arms training that involves all elements of the Marine Corps in live fire exercises. This base allows infantry, artillery, tanks and logistics units as well as fixed wing aircraft and

helicopters to operate together in war scenarios conducted in a realistic environment.

Twentynine Palms conducts Combined Arms Exercises that draw all of the Marine Corps' components together in a complex war environment. The Marine Corps aircraft from MCAS Miramar constitute half of the aircraft that participate in these exercises, which integrate the aviators with the ground troops in air to ground operations using live ordnance, missiles, rockets and bullets that are dropped and fired from F/A-18's and helicopters.

The Marine aviators at Miramar also use the extensive air warfare ranges at Twentynine Palms for both individual and unit level live ordnance training. These ranges afford Miramar aviators the opportunity to practice night vision operations, low-level navigation missions, and seizures of strategic areas.

For example, the base at Twentynine Palms has a Strategic Expeditionary Landing Field (SELF) that replicates the kind of airfield the Marines would encounter in undeveloped areas of the world. Marine aviators from Miramar deploy to the Twentynine Palms SELF and conduct training missions from the SELF to other parts of this vast base. In a typical exercise, CH-46 and CH-53 helicopters from Miramar will deliver Marine troops to the

expeditionary airfield; the troops will gain control of the airfield; and the Marines will then extend their mission out on to the ranges at Twentynine Palms.

North and East of Twentynine Palms, there are three Military Operating Areas (MOA's), designated as Bristol, Turtle and Quail, that provide Miramar's aviators with unfettered airspace in which they can conduct aerial refueling operations and perform air combat maneuvers to position their aircraft for firing standoff, long-range weapons on to the ranges at Twentynine Palms. The FAA has reserved this airspace for military purposes, and it is particularly valuable to the F/A-18's when they are firing missiles where long distances are involved or required by the training mission. The MOA north of Twentynine Palms is located in airspace used and managed by the Army's base at Fort Irwin in the Mojave Desert, about forty miles north of Twentynine Palms.

#### **MIRAMAR'S RELATIONSHIP WITH NAF EL CENTRO**

The Naval Air Facility at El Centro, California, is located 117 miles east of San Diego. This Imperial Valley base enjoys clear weather all year and has two missions: to provide undergraduate pilot training in jets and to provide training for replacement air groups, which are also called Fleet Replacement Squadrons.

The air warfare training ranges in the vicinity of NAF El Centro are located about 5 miles northwest of the Naval Air Facility (R2510 A and B, which are managed by NAF El Centro); 27 miles northeast of the Air Facility (the Chocolate Mountains Range, designated as R2507 North and R2507 South and managed by MCAS Yuma); and 20 miles east of the Air Facility (the range near Holtville, designated as R2512, which MCAS Yuma schedules and controls and NAF El Centro manages). These ranges allow aircraft from Miramar to practice air to ground ordnance operations, i.e., delivering bombs, firing rockets and missiles, and strafing targets. In addition, there is a complex of two Military Operating Areas (MOA's), designated as Kane and Abel, which surround these restricted areas and allow the Miramar aircraft to practice maneuvers and tactics before dropping and firing ordnance on to the ranges associated with NAF El Centro.

From El Centro, the F/A-18's can also conveniently use the live fire training ranges on the Marine Corps Air Ground Combat Center at Twentynine Palms, about 100 miles north of the Naval Air Facility, and the inert ordnance ranges on the Barry M. Goldwater Range in southwestern Arizona, about 60 miles southeast of the Naval Air Facility. In addition, helicopters from NAF El Centro can

use the restricted area in the southern part of the Army's Yuma Proving Ground (R2307, about 70 miles east of the base) for live fire exercises.

The F/A-18 training squadron at Miramar, designated as VMFAT-101, regularly uses the El Centro ranges, training as a team and deploying to El Centro for longer periods to conduct more extensive training. The F/A-18 squadrons from Naval Air Station Lemoore and F/A-18 squadrons from East Coast air stations such as Naval Air Station Oceana in Virginia Beach, Virginia, also deploy to El Centro to use its ranges.

The F/A-18 squadrons use these ranges for a wide variety of tactical scenarios that engage not only the aviators but also their ordnance teams, maintenance teams, and communications teams. El Centro's reliable weather provides year-round opportunities to train aviators and, when the Navy's air warfare training range on the island of Vieques in Puerto Rico is no longer available for such training, El Centro will become even more important for Marine and Navy aviators from the East Coast.

#### **MIRAMAR'S RELATIONSHIP WITH MCAS YUMA**

Marine Corps Air Station Yuma, Arizona, is located about 180 miles east of San Diego and about sixty miles east of the Naval Air Facility at El Centro, California.



Yuma falls under the command of COMCABWEST at MCAS Miramar and, like El Centro, enjoys clear weather all year.

The Marine Corps Air Station at Yuma is the homeport for Marine Air Weapons and Tactics Squadron One (MAWTS), which trains instructors in air warfare, weapons and tactics. Several classes are conducted here each year that teach Marine aviators air to air combat, air to ground combat, and anti-air warfare, i.e., defending against incoming aircraft, missiles, and rockets. Thus, MCAS Yuma is known as the Marine Corps' "Top Gun" base.

The air warfare training ranges in the vicinity of MCAS Yuma are located northwest, northeast, and southeast of the Air Station. To the northwest is the Chocolate Mountains Range, designated as R2507 North and R2507 South and located about 35 miles northwest of MCAS Yuma, which manages this range. To the northeast is the Army's extensive Yuma Proving Ground, located about 15 miles northeast of the Air Station and covering an area north nearly to Blythe, Arizona, about 50 miles north of MCAS Yuma. There are four ranges to the southeast, designated as R2301 West, R2301 East, R2304, and R2305, that extend from 7 to 70 miles southeast of the Air Station and comprise the Barry M. Goldwater Range. The western end of this range (R2301 West) is managed by MCAS Yuma. Aircraft

at MCAS Yuma can also conveniently use the Marine Corps ranges at Twentynine Palms, about 130 miles northwest of the Air Station.

These ranges (with the exception of the Goldwater Range) provide the fixed wing and helicopter aircraft at Miramar with convenient opportunities to engage in live fire air warfare training. Air Force and Army missile units participate with Miramar aviators in the air warfare exercises on Yuma's ranges, as do amphibious ships based at Naval Station San Diego.

For example, amphibious ships operating in the Pacific Ocean off the coast at Camp Pendleton embark Marine troops from Camp Pendleton bound for exercises on MCAS Yuma's ranges. Marine helicopters from Miramar and Camp Pendleton then deliver these troops to the range 7 miles southeast of the Air Station in R2301 West, the area within the Goldwater Range that is managed by the Marine Corps. The Marines then conduct exercises here that involve Marine infantry troops on the ground and Marine aviators from Miramar and Camp Pendleton in the skies above them using inert ordnance.

This part of the Goldwater Range (R2301 West) provides raked targets for aircraft to practice air to ground inert ordnance drops and electronically records and transmits

aircraft maneuvers so that they can be monitored by instructors at MCAS Yuma and MCAS Miramar and later shown to the pilots and air crews. It also has an urban warfare training complex that is used by air and ground forces.

Marine Corps aircraft from Miramar use the MCAS Yuma ranges frequently. The F/A-18 fighter and attack aircraft regularly launch from Miramar; fly to the ranges northwest and southeast of MCAS Yuma for air to air maneuvering, fighter tactics training, and delivery of ordnance; and return to Miramar on one tank of fuel. Similarly, helicopters from Miramar fly to Yuma daily and return to Miramar on one tank of fuel. Marine helicopter squadrons from Miramar also regularly deploy for longer periods to MCAS Yuma, where the ranges provide them with the opportunity to train at night.

#### **MIRAMAR'S RELATIONSHIP WITH CHOCOLATE MOUNTAINS RANGE**

The Chocolate Mountains Range is located in Imperial County in southeastern California, just east of the Salton Sea, about 115 miles northeast of MCAS Miramar, about 27 miles northeast of Naval Air Facility El Centro, and about 15 miles northwest of Marine Corps Air Station Yuma, which manages the range. Commander, Naval Air Force, U.S. Pacific Fleet, based at Naval Air Station North Island in Coronado, California, provides funding for the targets on

the range. Live ordnance (up to 500-pound bombs) can be dropped in the central part of the range and in its southern boundary area, and there are also ground ranges in the central part of the mountain range. This is the primary air to ground range for live fire drops of the 500-pound bombs used by the F/A-18's.

The F/A-18 fighter and attack aircraft from MCAS Miramar load ordnance at Miramar, fly to the Chocolate Mountains Range, drop their ordnance, and return to Miramar on one tank of fuel. Similarly, the CH-46D and CH-53E helicopters from Miramar that engage in live fire training on this range can make the round trip on one tank of fuel, as can the AH-1W Cobra helicopters from Camp Pendleton that also use the Chocolate Mountains Range for live firing of missiles, rockets, and cannon.

#### **MIRAMAR'S RELATIONSHIP WITH THE GOLDWATER RANGE**

The Barry M. Goldwater Range is located in southwestern Arizona, just southeast of the Marine Corps Air Station at Yuma. As described above, the Goldwater Range consists of four restricted areas (R2301 West, R2301 East, R2304, and R2305) that extend from 7 to 70 miles southeast of MCAS Yuma. Live ordnance and ammunition are not used on this range, but aircraft can use the airspace above the range and above the Cabeza Prieta National

Wildlife Refuge (located in the southern section of the Goldwater Range) to line up before delivering weapons on to the other ranges associated with MCAS Yuma, such as the Chocolate Mountains Range.

The Marine Corps Air Station at Yuma manages use of the western part of the Goldwater range (R2301 West) for air to air combat maneuvering and air to ground exercises. Marine infantry troops also use this part of the range for air to ground training, field maneuvers, and urban warfare training.

The Goldwater Range is used to train aviators to fight air wars. Thus, in addition to tactical air-to-air combat training, this range provides training in airborne command and control operations and aerial refueling. The F/A-18 fighter and attack aircraft from MCAS Miramar regularly use the Goldwater Range for air warfare training, as do Air Force aircraft from Luke Air Force Base just west of Phoenix and from Davis-Monthan Air Force Base just south of Tucson, Arizona.

### **CONCLUSION**

Marine Corps Air Station Miramar, the primary Marine Corps Air Station on the West Coast, has high military value. It is located strategically on the Pacific Coast with convenient access to Third Fleet units based at Naval

Air Station North Island, Naval Station San Diego, and Naval Amphibious Base Coronado; to the Navy's operating areas in the Eastern Pacific Ocean; and to training ranges on San Clemente Island, at Camp Pendleton, and in the extensive California and Arizona desert areas at Marine Corps Air Ground Combat Center Twentynine Palms, Naval Air Facility El Centro, Marine Corps Air Station Yuma, the Chocolate Mountains Range, and the Barry M. Goldwater Range.

Miramar readily provides pilots, air crews, ordnance specialists, aircraft maintenance technicians, communications specialists, air traffic controllers, and logistics specialists with the kind of complex operating environment that prepares them for modern armed conflict.

Many of the buildings and facilities on the base are new or newly renovated as the result of substantial Federal funding that followed the 1993 BRAC decision, and the base has ample land on which to build new facilities and new military family housing.

Miramar is a state of the art master air station that accommodates fighter and attack jets, helicopters, and cargo aircraft. From Miramar, Marine aviators and their support teams can conveniently train in every conceivable kind of environment and condition from the Pacific Ocean

offshore to the coastal plains of Southern California, to the mountain ranges and dry areas of the California and Arizona deserts. From Miramar, Marine aviation squadrons can swiftly embark on aircraft carriers and on helicopter carriers. From Miramar, the Third MAW's components, as well as Marine infantry and artillery units, can deploy overseas expeditiously by virtue of the proximity of the troops at nearby Camp Pendleton and the accessibility of its airfield to U.S. Air Force cargo aircraft.

Marine Corps Air Station Miramar is one of the America's most valuable national security assets. No other military complex in the United States serves so many of the Nation's combat training requirements and readiness demands as effectively and efficiently as the Miramar-centered network of bases and ranges in the Eastern Pacific, Southern California and Southwestern Arizona. Therefore, it is unlikely that the Department of Defense would close Marine Corps Air Station Miramar or significantly reduce its operations in the 2005 round of Defense Base Closures and Realignments.

## **MARINE CORPS RECRUIT DEPOT SAN DIEGO**

### **BACKGROUND**

Marine Corps Recruit Depot San Diego is the home of the Recruit Training Regiment and the headquarters for the Marine Corps' Western Recruiting Region. The Regiment provides basic training for men who apply to the Marine Corps from the western two-thirds of the continental United States and from Alaska, Hawaii, Guam, Japan, and Korea.

The well-known architect Bertram Goodhue designed the Spanish Colonial Revival buildings on the base, and about 110 of the 506 acres at MCRD comprise an Historic District that is listed on the National Register of Historic Places. Construction was completed in 1925, but recruits have trained at the base since 1923. During World War II, nearly 250,000 recruits trained here.

More than half of the men who become Marines receive their three-month basic training at MCRD San Diego. About 21,000 men train here each year. In addition, all of the Marine Corps' recruiters train at MCRD San Diego.

### **PHYSICAL CHARACTERISTICS**

The Marine Corps Recruit Depot is located in the City of San Diego, adjacent to the northern edge of San Diego International Airport (Lindbergh Field). The base is bounded by Barnett Street, Pacific Highway, West Washington



Street, and Lindbergh Field and has a generally rectangular shape that covers about 506 acres.

The Recruit Depot is a training facility with barracks, administrative buildings, medical facilities, classrooms, gymnasiums, swimming pools, and fields for use in physical training. There is a circuit course, an obstacle course, a confidence course, a bayonet course, an area for pugil stick training, an area for log drills, and an area for military close order and parade drills. San Diego's weather allows training outside on a year-round basis.

There is also a large Depot Exchange complex on the base. In addition to the main store, there is a convenience store, a package store, a gas station, a home and garden store, and an electronics store. The base also has two theaters that show movies.

The base employs about 1,725 Marines and Sailors and 906 Civilians. Five hundred of those Marines are Drill Instructors. Additionally, the base regularly attracts retired military members who use its recreational areas and retail stores.

#### **COMMANDS, ACTIVITIES AND FACILITIES ON THE BASE**

A Major General commands both the Recruit Depot and the Western Recruiting Region that covers the western two-

thirds of the United States, Alaska, Hawaii, Guam, Japan, and Korea. The base accommodates several Marine Corps as well as Army, Navy and Coast Guard activities.

There are three training activities on the base. The most well-known is the Recruit Training Regiment, which provides basic training to male recruits over a three-month period. The Regiment has three components: the Headquarters and Service Battalion, the Recruit Training Regiment, and the Weapons and Field Training Battalion.

The twelve-week "boot camp" course includes physical training, classroom weapons training, water survival training, combat training, and classes on Marine Corps history and customs. After seven weeks of training at MCRD, the recruits move from the Recruit Depot to the Weapons and Field Training Battalion at Marine Corps Base Camp Pendleton's Edson Range. There, they receive four weeks of training in marksmanship, martial arts, basic field and tactical infantry skills, and defending against nuclear, biological and chemical weapons. At the end of this period at Camp Pendleton, the recruits are tested in a three-day exercise called the Crucible that presents them with a series of strenuous physical and mental challenges.

Thereafter, the recruits return to MCRD San Diego for academic tests and graduation at the end of the twelve-week

course. About 16,000 recruits graduate from MCRD San Diego each year.

The second training activity on the base is a school for Marine Corps recruiters. The Marine Corps established the Recruiters School at MCRD San Diego in October of 1971 and, since August of 1972, it has been the Marine Corps' only school for Marines assigned to recruiting duty. The school has a staff that ranges up to 34 people, with 21 serving as instructors.

The Recruiters School presents a seven-week basic recruiter course six times a year and a five-week career recruiter course five times a year for Marines selected to be recruiters. The average size of each class in the Basic Recruiter Course is 220, and the average size of each class in the Career Recruiter Course is 30. The school also provides a six-week career planner course (Career Retention Specialists Course) five times a year; an Advanced Career Recruiter Course; an Officer Selection Officer Course; and courses in managing and operating Recruiting Stations.

The third training activity at MCRD San Diego is Drill Instructors School. The mission of DI School is to develop the knowledge, command presence, leadership and instructional ability of selected officers and non-commissioned officers so that they can conduct the basic

training of Marine recruits. Its curriculum covers core values, basic military subjects, directives and regulations governing recruit training, physical training, close order drill, marksmanship, and field skills.

The Western Recruiting Region occupies two buildings on the base and employs 27 people on its staff. Its staff consists of 8 Officers, 1 enlisted Marine, and 1 Civilian.

In addition to accommodating these three training activities and the headquarters of the Western Recruiting Region, MCRD is also the home of the Marine Band San Diego. This band has been active since 1915, when it played at Balboa Park, and it regularly plays at events in San Diego and throughout the Western United States. The band consists of forty members who perform variously as a marching band, a concert band, a show band, a brass quintet, a party band, and a woodwind trio.

The Marine Band San Diego performs at both military and civilian ceremonies and provides honors for visiting dignitaries. The band has played at sporting events such as San Diego Padres and San Diego Chargers games and at the Tournament of Roses Parade in Pasadena. Typically, it performs at 400 events each year. The band also presents clinics and concerts at high schools and colleges in

Southern California to encourage music education and developing musicians.

There are several additional tenants on the base. These are the Headquarters of the Twelfth Marine Corps District; the U.S. Coast Guard's Tactical Law Enforcement Team; the Marine Corps Enlisted Commissioning Education Preparatory School; the Marine Corps Non-Appropriated Fund Audit Service; the Navy/Marine Corps Relief Service; Explosive Ordnance Disposal Mobile Unit Three, which is a component of Explosive Ordnance Group One at Naval Amphibious Base Coronado; and the Federal Fire Department.

The Marine Corps estimates that the Recruit Depot has an annual economic impact on San Diego County in the range of \$193,000,000. The annual military payroll amounts to \$107,000,000, and the annual civilian payroll amounts to \$24,400,000 for a total of \$131,400,002. Materials, supplies, and services acquired account for \$10.4 Million; construction accounts for \$12 Million; health care accounts for expenditures in the range of \$3.4 Million; utilities expenditures account for \$4.37 Million; and tourism accounts for \$20 Million. Other miscellaneous expenditures account for the remainder.

### **MCRD SAN DIEGO'S RELATIONSHIP WITH CAMP PENDLETON**

After seven weeks at MCRD, the Marine Corps sends its recruits to Camp Pendleton for four weeks of training in marksmanship, martial arts, defending against nuclear, biological, and chemical weapons, and basic field and infantry tactical skills. During this period at Camp Pendleton, the recruits also participate in the three-day set of challenges known as the Crucible.

Upon the successful completion of training at MCRD, the recruits graduate and return to Camp Pendleton for additional weapons and field training. They attend the School of Infantry for basic infantry training and thereafter may attend more particularized Military Occupational Specialty schools at Camp Pendleton to gain further training for their future assignments.

### **MILITARY VALUE**

The factors that comprise military value in the new base closure statute are aimed at operational bases rather than basic training and education bases like MCRD San Diego. However, the selection criteria that DoD will promulgate in December of 2003, may supply additional standards to be applied in evaluating training and education bases like MCRD.

The military value of training and education bases such as MCRD San Diego will likely be analyzed with an eye toward eliminating duplicative facilities. Thus, when it evaluates bases like MCRD, the Department of Defense will likely consider the potential gains in efficiency and reduced costs that could result from consolidation as well as the nature of the training and education conducted at the base.

The threshold question is whether the recruit training conducted at MCRD San Diego could be consolidated with the recruit training conducted at Marine Corps Recruit Depot Parris Island, South Carolina. Parris Island is a larger base that trains all male recruits from states east of the Mississippi River and all female recruits nationwide. Adding the San Diego recruits to those at Parris Island would double the number of Marine recruits at Parris Island from about 21,000 to about 42,000 per year.

The Marine Corps rejected a suggestion in the year 2001, that it conduct all West Coast recruit training at Camp Pendleton. It did not want to mix the basic training of recruits with the operational training of Marines and did not believe that there was enough property at Camp Pendleton to both train recruits in a boot camp environment and prepare Marine units for deployment overseas.

Therefore, it is unlikely that this scenario will gain support in the near future.

The consolidation inquiry will be posed against the backdrop of the Navy's treatment of its recruit training bases in the 1993 round of Defense Base Closures and Realignments, when it decided to close two of its three recruit training bases, Naval Training Center San Diego and Naval Training Center Orlando, Florida, and concentrate all recruit training at Naval Training Center Great Lakes, Illinois, on Lake Michigan about 28 miles north of Chicago. There will be advocates for the position that if the Navy can accomplish its basic training of recruits at one base, surely the smaller Marine Corps can also do so. And they will advance arguments largely based upon cost and efficiency factors. Other advocates will contend that the Navy would not make that choice again if it could revisit the issue and that NTC Great Lakes has not been able to accommodate the number of recruits the Navy has had available to train.

The Department of Defense will likely examine this question from two perspectives. The first is an economic perspective, and the second is a military perspective.

Section 2913 (c)(1) of the new base closure statute directs the Secretary of Defense to address "the extent and



timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs." In short, this provision of the statute directs the Department of Defense to ascertain how long it will take the Department to realize a return on its investment.

The Department's investment is the amount of money it would spend to pay the costs incurred in closing the base, moving personnel and activities to another base, and establishing them there. These expenses would include the costs of performing environmental remediation on the closed base and building new facilities at the receiving base to accommodate the personnel and activities from the closed base.

The return on the Department's investment is the amount of money that DoD would save as a result of closing the base, usually expressed on an annual basis. These savings would result from reduced personnel costs at the closed base, because the number of people employed on the base declines to zero as the base shuts down; reduced plant maintenance costs as the Department spends less money maintaining the real and improved property at the closed base until it conveys the property to other owners and has no maintenance obligations at all; and reduced

environmental remediation costs as cleanup of the base is completed over time.

The Department will ascertain the costs generated by closing the base; assess the amount of time it would take to amortize these costs; and decide whether it makes economic sense to close the base. For example, if the costs associated with closing the base (e.g., \$100 Million) would result in annual savings (e.g., \$10 Million) that would allow the costs to be recovered within a reasonable period of time (e.g., 10 years), then it may make sense financially to close the base. If, on the other hand, the costs of closure were so high that amortization of these costs would require a much longer period of time (e.g., 25 years), then it may not make economic sense to close the base.

Certain measures of efficiency would undoubtedly be improved by training all recruits in one place, because personnel expenses comprise the largest component of costs at a military base and consolidation eliminates duplicate functions. For example, consolidation of recruit training at one base would eliminate duplicate complements of cooks. Although the receiving base would likely need more cooks than it did before consolidation, the military service

would need fewer cooks than it did previously, when each of the two bases had a full complement.

This rationale underlay the Navy's 1993 decision to close NTC San Diego and NTC Orlando and concentrate all recruit training at NTC Great Lakes. The Navy concluded that it was more economical to conduct all of this training at Great Lakes than to conduct some at Great Lakes and some at either San Diego or Orlando, because of the personnel and maintenance costs generated by each of the latter two bases. And these 1993 decisions required the Navy to spend substantial amounts of money to build new facilities and renovate existing facilities at Great Lakes.

In the case of MCRD San Diego, the Department of Defense will likely ascertain the costs and savings associated with closing the base and consolidating all Marine recruit training at Parris Island. The Marine Corps Recruit Depot at Parris Island does not presently have sufficient facilities to accommodate the recruits, instructors, and administrative personnel who would accompany them; and it is not clear that Parris Island has enough available and suitable property on which additional facilities could be built.

Assuming that there is enough property at Parris Island on which additional facilities could be built, the

costs associated with a consolidation project are likely to be very high, possibly in the range of \$500 Million, because MCRD San Diego trains half of the Marine recruits each year, i.e., about 21,000, who would train at Parris Island in the event of consolidation. The Navy, however, has spent substantial amounts of money to build new facilities and renovate existing facilities at NTC Great Lakes to accommodate the Navy recruits who would otherwise have trained at San Diego and Orlando.

The Department of Defense will consider the costs and the savings to be achieved from consolidation and assess the length of time it would take DoD to realize a return on its investment. The results of this analysis will determine whether, in light of the costs, it makes economic sense to close MCRD San Diego and consolidate all Marine recruit training at MCRD Parris Island.

The second perspective from which the Department of Defense will evaluate a base for closure is the military perspective. Even if it makes economic sense to close a base, it may not make military sense to close the installation if its military mission is essential to the Department of Defense. If a base is mission-essential to the Department, it will remain open in spite of economic considerations. And DoD would not decide to consolidate

Marine recruit training before considering its effect on the military missions of the two recruit depots.

The larger recruit depot at Parris Island does not currently have sufficient facilities to accommodate the San Diego recruits, their drill instructors and the administrative personnel who would accompany them; and the availability of sufficient property suitable for construction is likely to be the subject of debate.

Proponents of consolidation will contend that there is enough property at Parris Island on which additional facilities could be built and that the Marine Corps could expand its training program there if adequate, albeit substantial, Federal funds were authorized and appropriated to build new facilities at Parris Island, as they were for the Navy at Great Lakes. In response, the foes of consolidation will argue that Parris Island does not have enough suitable property; that the costs of consolidation would be very high; that consolidation would deprive the Marine Corps of the surge capacity that is necessary in national emergencies and during wars; and that MCRD San Diego is important to the past and future of the Marine Corps.

For several reasons, it may not be practical to consolidate Marine recruit training at Parris Island. It

is not clear, for instance, that the existing rifle ranges there could absorb an additional 21,000 recruits each year (doubling the number of recruits to be trained) or that there is enough suitable property at Parris Island on which additional rifle ranges could be built. Rifle ranges require expansive tracts of land and buffer zones, and the fact that Parris Island is a wetlands-surrounded island in Port Royal Sound (part of the East Coast's Intracoastal Waterway) and located about two miles south of the town of Port Royal and about three miles north (across the Sound) of the resort community of Hilton Head Island may preclude construction of another rifle range. At Camp Pendleton's Edson Range, for example, Marine recruits learn to fire rifles at targets from distances of 200, 300, and 500 yards. Therefore, it is not clear that Parris Island would have the capacity to train twice as many Marine recruits how to shoot rifles.

Similarly, it is not clear that the existing physical training courses at Parris Island could absorb an additional 21,000 recruits each year (doubling the number of recruits on these courses) or that there is enough property at Parris Island to accommodate additional obstacle and confidence courses. And this kind of training must be conducted during daylight hours. Physical training

on obstacle and confidence courses cannot be undertaken safely in an environment that is not only dark, but also slippery from evening mists. Moreover, a daily schedule that extended into the evening hours would be neither healthy nor effective for recruits or those conducting the training.

Furthermore, closing MCRD San Diego would deprive the Marine Corps of the surge capacity that it may need in the event of a national emergency or war when it could be required on short notice to train additional recruits. Thus, even if consolidation of recruit training at Parris Island were possible (i.e., if there were (1) enough suitable property; (2) adequate Federal funds to build additional facilities; and (3) sufficient capacity to train all of the recruits during daylight hours), it would not be prudent to degrade the capability of the Marine Corps to train additional recruits in response to a national emergency or war.

Finally, the Marine Corps Recruit Depot at San Diego is hallowed ground for the Marine Corps. A quarter of a million Marines trained here during World War II, and then went on to fight that war's most savage battles in the Pacific. Many Marines who fought in Korea, Viet Nam, and the Persian Gulf also trained here. An important dimension

of their legacy is the training that is still conducted here and that reminds the American people of the courage, skill, and sacrifice of United States Marines. This legacy understandably accounts in no small measure for the desire of the Marine Corps to retain MCRD San Diego.

For the reasons discussed above, it is unlikely that the Marine Corps would favor consolidation, even if adequate Federal funds were assured. There are, however, additional considerations on both sides of the military mission issue that will likely be evaluated during base closure deliberations within the Department of Defense.

San Diego's weather allows recruit training outside all year round. By contrast, the heat and humidity at Parris Island curtails training outside on a significant number of days each summer, albeit not so much that it significantly impairs the training regimen there.

Closing MCRD San Diego would reduce the Marine Corps' presence in the Western part of the United States and on the Pacific Rim, from which it draws a substantial number of recruits. On the other hand, the Navy closed its equally important recruit training center in San Diego and is still able to attract and graduate Sailors who are a credit to the Fleet.



Marines who graduate from MCRD San Diego go directly to Camp Pendleton for additional weapons and field training as well as to attend Military Occupational Specialty schools. This is convenient for the new Marines and saves the Marine Corps time and the substantial travel costs that would be incurred if these Marines were traveling from South Carolina to California for this training.

On the other hand, MCRD San Diego is not able to provide all of the training prescribed for recruits. They must spend four weeks at Camp Pendleton to learn marksmanship, martial arts, field and tactical skills, and defenses against nuclear weapons and chemical and biological agents as well as to be tested in the three-day Crucible. By contrast, MCRD Parris Island is able to provide all of the training prescribed for Marine recruits.

The views of the Marine Corps will be very important, and the Department of Defense will take account of them. Indeed, the Department's deference to the Marine Corps was evident in the way the Department dealt with the recent proposal to move MCRD San Diego to property at the closed Marine Corps Air Station at El Toro. The Marine Corps studied the issue and, in the face of Congressional advocates on both sides of the issue, concluded that it

would not move MCRD to Orange County. The Department of Defense did not overrule the Marine Corps.

In previous rounds of base closures, the Marine Corps did not evidence any interest in consolidating its recruit training at Parris Island. Rather, it consistently indicated its interest in retaining MCRD San Diego for the reasons discussed above. In the 2005 round, although the Department of Defense will consider consolidating Marine recruit training at one base, probably Parris Island, it is not likely that the Marine Corps will favor such an approach and it is not likely that the Department will impose consolidation on the Marine Corps.

### **CONCLUSION**

There is evidence on both sides of the economic and military issues. The most significant consideration in this calculus, however, will be the position of the Marine Corps.

In the past, the Marine Corps has not favored consolidating recruit training at Parris Island or moving all of the recruit training conducted at MCRD San Diego to Camp Pendleton. Instead, the Marine Corps has evidenced its clear interest in maintaining a recruit training presence in the Pacific at San Diego as well its East Coast training presence at Parris Island. And the Marine Corps

Recruit Depot at San Diego is embedded in the history of the Marine Corps.

It is possible that advocates of consolidation within DoD will urge that the Department close MCRD San Diego and conduct all Marine recruit training at one base, i.e., MCRD Parris Island, to reduce costs and gain efficiencies. But it is not apparent how that consolidation would be implemented. And it is not evident how the possible economic gains would outweigh the military mission losses.

There are reasonable economic and military grounds not to consolidate Marine recruit training at Parris Island and to retain the recruit depot at San Diego. If this case is made effectively, it is unlikely that the Department of Defense would close Marine Corps Recruit Depot San Diego in the 2005 round of Defense Base Closures and Realignment.

## **MARINE CORPS BASE CAMP PENDLETON**

### **BACKGROUND**

Marine Corps Base Camp Pendleton, located in northwestern San Diego County, is one of the Nation's busiest military bases. Camp Pendleton trains not only Marines but also Army and Navy units and personnel from Federal, State, and local governmental agencies. About 56,000 military and civilian personnel work on the base daily. In the year 2002, Camp Pendleton won the Commander In Chief's Annual Award for Installation Excellence.

Camp Pendleton's 200 square mile area covers about 125,000 acres of largely undeveloped land, and its 17-mile shoreline is the largest stretch of undeveloped coastal land in Southern California. Camp Pendleton is the Marine Corps' premier amphibious training base and its only amphibious assault training base on the West Coast.

In addition to amphibious assaults, however, the Marine Corps conducts a broad range of training at Camp Pendleton that takes advantage of the base's varied terrain and live fire ranges. Camp Pendleton trains Marines engaged in infantry, armor, artillery, air power, and logistics to deploy overseas as expeditionary air ground task forces. Marines, Sailors, and Airmen regularly train here in activities that include amphibious assaults on Camp

Pendleton's landing beaches; infantry tactics in its desert and mountain areas using live ammunition; parachute drops; broad scale tactics involving infantry, armor, artillery and aircraft on its expansive maneuver areas; aircraft bombing and strafing on its live ordnance ranges; air to ground combat on these ranges; maneuvering and firing tanks and artillery on these ranges; and urban warfare. The base also has an air station capable of handling fixed wing and rotary wing aircraft.

#### **PHYSICAL CHARACTERISTICS**

Marine Corps Base Camp Pendleton is located about 38 miles north of downtown San Diego and extends north along the Pacific Ocean (and Interstate Highway 5) for seventeen miles between Oceanside on its southern border and San Clemente on its northern border. The base property, which extends about 12 miles inland, covers about 125,000 acres and about 200 square miles.

Camp Pendleton's topographical features range from the coastal plain along the shore of the Pacific Ocean to the desert plains inland and the coastal ranges of the Santa Margarita Mountains. This combination of expansive flat areas and mountainous terrain affords the Marines an array of training environments that replicate many of the conditions they could encounter in a combat deployment.

Thus, about 40,000 active duty and 26,000 reserve military personnel from all of the services train here each year.

Camp Pendleton has about 2,900 buildings to support the wide variety of activities that are underway on a daily basis, including a substantial amount of housing for single service members and military families. In the year 2001, the base opened 200 new duplex homes that were built by way of a public-private partnership. In the late 1990's, new bachelor enlisted quarters were built for single enlisted Marines.

About 18,000 single service members live on the base. About 6,000 married service members and an additional 17,000 members of their families also live on the base for a total of 41,000 service-related people living at Camp Pendleton. About 6,000 civilians work on the base every day. The California Technology, Trade and Commerce Agency has estimated Camp Pendleton's annual economic impact in the range of \$2 Billion.

#### **COMMANDS, ACTIVITIES AND FACILITIES ON THE BASE**

A Major General commands Marine Corps Base Camp Pendleton. The principal activity headquartered on the base is the First Marine Expeditionary Force (I MEF), which is commanded by a Lieutenant General whose Deputy Commanding General is a Brigadier General. The Marine

Corps has three Expeditionary Forces. The Second Marine Expeditionary Force (II MEF) is based at Marine Corps Base Camp Lejeune, North Carolina, and the Third Marine Expeditionary Force (III MEF) is based at Marine Corps Base Camp Butler on the island of Okinawa in Japan.

The ground combat element of the First MEF is the First Marine Division, also based at Camp Pendleton. The air combat element of the First MEF is the Third Marine Aircraft Wing, based at Marine Corps Air Station Miramar. The logistics element of the First MEF is the First Force Service Support Group, based at Camp Pendleton.

The First MEF's 45,000-person complement comprises about one-third of the Marine Corps' operating forces, and its mission is to deploy Marine Air Ground Task Forces (MAGTF's) in response to the requirements of Unified Commanders such as the Commanders of the Pacific Command, the Central Command and the Northern Command. The First MEF participated in Operations Desert Shield and Desert Storm in Southwest Asia in 1990-1991; in Operation Restore Hope in Somalia in 1992-1993; in Operation United Shield in Somalia in 1995; and in Operation Enduring Freedom in Afghanistan in 2002. It is preparing now for possible future operations in Southwest Asia.

The second principal activity headquartered at Camp Pendleton is the First Marine Division, which is the ground combat element of the First MEF. The First Marine Division, commanded by a Major General whose Deputy Commanding General is a Brigadier General, is an expeditionary force composed of about 20,000 Marines.

The First Marine Division is composed of a Headquarters Battalion; the First, Fifth, Seventh and Eleventh Regiments; the Third Assault Amphibian Battalion, the First and Third Light Armored Reconnaissance Battalions, the First Combat Engineer Battalion, the First Tank Battalion, and the First Reconnaissance Battalion. The Headquarters Battalion, the First and Fifth Regiments and elements of the Eleventh Regiment are based at Camp Pendleton. The First Combat Engineer Battalion, the Third Assault Amphibian Battalion, the First Light Armored Reconnaissance Battalion, and the First Reconnaissance Battalion are also based at Camp Pendleton. The Seventh Regiment, elements of the Eleventh Regiment, the First Tank Battalion, and the Third Light Armored Reconnaissance Battalion are based at the Marine Corps Air Ground Combat Center at Twentynine Palms, California.

The First Marine Division's Headquarters Battalion provides command and administration for the Division.



Within that battalion are a headquarters and service company, a military police company, a communications company, and a truck company.

The First, Fifth and Seventh Regiments each consist of a headquarters company and four infantry battalions, one of which is always deployed outside the continental United States. The infantry battalions are the basic tactical units that the regiment uses to accomplish its mission of locating, closing with and destroying the enemy by fire and close combat, and each is composed of about 1,000 Marines who are organized in companies, platoons and squads.

The Eleventh Regiment consists of a headquarters battery and four artillery battalions. It is the First Marine Division's primary source of artillery fire support for amphibious assault operations and subsequent operations ashore. Armed with the 155mm howitzer, the Eleventh Marines provide direct and general fire support to frontline units as required by infantry commanders. The First, Second and Fifth Battalions of the Eleventh Regiment are based at Camp Pendleton, while the Third Battalion is based at Twentynine Palms.

The Third Assault Amphibian Battalion's mission is to transport the assault elements of the landing force from Navy amphibious ships offshore to the landing beach and

objectives farther inland during amphibious assault operations and mechanized operations ashore. This battalion uses amphibious assault vehicles and is based at Camp Pendleton.

The First Marine Division has two Light Armored Reconnaissance Battalions whose mission is to conduct reconnaissance, provide security for operations, and engage in limited offensive or delaying operations that employ their mobility and firepower. The First Light Armored Reconnaissance Battalion is based at Camp Pendleton, and the Third Light Armored Reconnaissance Battalion is based at Twentynine Palms.

The First Combat Engineer Battalion provides tactical and logistical engineering support to the First Marine Division. It is based at Camp Pendleton.

The First Tank Battalion provides the First Marine Division with the armor-protected firepower of the M1A1 Abrams Battle Tank that employs maneuverability to engage the enemy. It is based at Twentynine Palms.

The First Reconnaissance Battalion provides a wide variety of tactical and special operations for the First Marine Division. It is based at Camp Pendleton.

The third principal activity headquartered at Camp Pendleton is the First MEF's logistics element, the First

Force Service Support Group (FSSG), which supplies combat service support to the First Marine Expeditionary Force while its troops are at Camp Pendleton, employed separately or employed as part of a Marine Air Ground Task Force. Commanded by a Brigadier General, the First FSSG provides maintenance, supply, engineering, transportation, medical and dental services to the First MEF.

The First Force Service Support Group is composed of a Headquarters and Service Battalion and several other units. The Headquarters and Service Battalion provides Group Headquarters, disbursing, exchange, postal, and military police resources to the First MEF and communications services for the First FSSG. It is based at Camp Pendleton.

The First Maintenance Battalion provides intermediate maintenance for electronic equipment, tactical communications systems, motor vehicles, and ordnance equipment. It is based at Camp Pendleton.

The First Supply Battalion is responsible for all of the First MEF's supplies except bulk fuel and is based at Camp Pendleton. The Seventh Engineer Support Battalion provides general engineering services to the First MEF for its water supply, mobile electric power, the storage and

distribution of bulk fuel, and the disposal of explosive ordnance. It is also based at Camp Pendleton.

The First Transportation Battalion provides medium and heavy motor transportation to the First MEF, moving its personnel and distributing its supplies and equipment. It is based at Camp Pendleton.

Marine Expeditionary Unit Service Support Groups 11, 13, and 15 provide similar but smaller scale service support for their respective Marine Expeditionary Units (MEU's), i.e., the 11<sup>th</sup> MEU, the 13<sup>th</sup> MEU, and the 15<sup>th</sup> MEU, which are headquartered at Camp Pendleton. The MEU's are infantry battalions that have been reinforced with amphibious, artillery, tank, reconnaissance, and engineering components and then deployed overseas. Commanded by Colonels, the MEU's are intervention forces that can move quickly on short notice and engage in conventional and special operations.

The First Medical Battalion provides emergency treatment, temporary hospitalization, specialized surgery, and evacuation of battle-injured Marines and also coordinates preventive measures that control the spread of disease. This battalion is based at Camp Pendleton. The First Dental Battalion is responsible for the dental health of the First MEF. Its First Dental Company is based at

Camp Pendleton, and its Twenty-Third Dental Company is located at Twentynine Palms.

The third principal activity headquartered at Camp Pendleton is Marine Aircraft Group 39 (MAG-39), which is a component of the Third Marine Aircraft Wing (Third MAW) that is based at Marine Corps Air Station Miramar. Marine Aircraft Group 39 is composed of UH-1N helicopters, AH-1W helicopters, and CH-46E helicopters.

The UH-1N helicopters, known as Huey's, and the AH-1W helicopters, known as Cobra's, are organized in six light attack helicopter squadrons (HMLA's) that each have 12 Huey's and 12 Cobra's. The Huey's carry troops and can be armed with 2.75mm rockets and 7.62mm guns. The Cobra's have attack capabilities that include 20mm guns, 2.75mm and 5-inch rockets, AIM-9 Sidewinder air to air missiles, and Hellfire antitank missiles. Four of these squadrons: HMLA 169, HMLA 267, HMLA 367 and HMLA 369, are operational units. One squadron, HMLA 775, is a Marine Corps Reserve unit; and one squadron, HMLAT 303, is a training squadron.

The CH-46E helicopters, known as Sea Knights, are organized in three medium helicopter squadrons (HMM's). Named for their medium lift capability, they carry troops and equipment. Two of these squadrons, HMM 268 and HMM 364, are operational units with 12 CH-46E helicopters

assigned to each. One squadron, HMMT 164, is a training unit that generally has more than 12 helicopters assigned to it.

The fourth principal activity headquartered at Camp Pendleton is the First Marine Expeditionary Force Augmentation Command Element (I MACE), which trains reservists in Marine Air Ground Task Force operations. Its mission is to augment and reinforce the command element of the First MEF.

The fifth principal activity at Camp Pendleton is Marine Corps Air Station Camp Pendleton, which falls under the command of COMCABWEST at MCAS Miramar. Home to the Marine Corps' light attack helicopters on the West Coast and known as Munn Field, it is a full service air station capable of handling both fixed wing and rotary wing aircraft. The Air Station covers 488 acres and has one runway that is oriented in a northeast/southwest direction (03/21).

The Air Station supports about 180 helicopters that are assigned to Marine Aircraft Group 39 and Marine Aircraft Group 46 (Detachment A), which is a Marine Corps Reserve unit, as well as visiting aircraft from other Marine Corps units and other services. As a result of the closure of Marine Corps Air Station Tustin and Marine Corps

Air Station El Toro in 1999, the Air Station at Camp Pendleton expanded to accommodate three additional CH-46E helicopter squadrons.

The sixth principal activity at the base is Naval Hospital Camp Pendleton. This hospital provides the full range of medical and dental care to those stationed at Camp Pendleton. It has 180 beds and is commanded by a Navy Captain.

In addition to these principal activities, Marine Corps Base Camp Pendleton is host to several tenant organizations and to several schools for Marines. These tenants and schools supply important resources for the administration, training and education of Marines at Camp Pendleton and at other Marine Corps bases in Southern California.

The tenants include the Marine Corps Administrative Analysis Team, which oversees compliance with reporting requirements; the Marine Corps Tactical Systems Support Activity, which provides technical support for command and control systems in the field; the Marine Information Systems Support Office, which is responsible for information management; the Marine Corps Civilian Human Resources Office, which is responsible for the administration of civilian employees of the Marine Corps;

the West Coast Food Service Management Team, which educates and trains mess management specialists in the business management of mess halls and in the culinary arts; and the Field Supply and Maintenance Analysis Office, which inspects supply and logistics accounts, focusing on the materiel readiness of forces and their equipment.

The tenants at Camp Pendleton also include the Navy's Assault Craft Unit Five, a component of Navy Amphibious Group Three's Naval Beach Group One that operates and maintains the air-cushioned landing craft (LCAC's) that carry Marines from Navy amphibious ships offshore to the landing beaches; the Weapons and Field Training Battalion, which is the component of Marine Corps Recruit Depot San Diego that trains recruits in marksmanship, martial arts, field infantry skills, and defenses against nuclear, biological and chemical attacks, and that conducts the 54-hour test for Marine recruits known as the Crucible; and Marine Corps Air Station Camp Pendleton, where the light attack and medium lift helicopters are based.

Camp Pendleton also provides facilities for several schools, including the School of Infantry, the largest school on the base whose motto is "Every Marine A Rifleman". When recruits graduate from MCRD San Diego, they are assigned to this school where they receive



training in basic infantry skills and tactics and, thereafter, in related specialties. Camp Pendleton also hosts the Assault Amphibian Schools Battalion, which trains those who operate and maintain amphibious craft.

Camp Pendleton is home to several professional schools for Marines, including the Corporals Course, which provides professional education in small unit leadership for the Marine Corps' first level line supervisors, and the Enlisted Professional Military Education Academies, which provide courses for non-commissioned officers in the E-4 and E-5 ranks and for staff non-commissioned officers in the E-6 and above ranks. The Instructional Management School at Camp Pendleton teaches non-commissioned officers how to make presentations to others.

For commissioned officers, the Marine Corps University, which is based at Marine Corps Base Quantico, Virginia, has an extension at Camp Pendleton that offers Expeditionary Warfare School courses to those in the rank of Captain and Command and Staff College courses to those in the rank of Major. For medical doctors and hospital corpsmen who will be assigned to Marine Corps units, the Field Medical Service School at Camp Pendleton provides instruction in field skills and medical procedures in company and platoon settings.

### **MILITARY VALUE**

Based on the criteria set forth in the new base closure statute, Marine Corps Base Camp Pendleton has high military value. It is a superb area for ground combat and combined arms training; for amphibious warfare training; for special warfare training; and for air to ground training. It has always been an important staging area for Marines bound for the Pacific and could serve a similar role for those engaged in homeland defense missions. It has a diversity of climate and terrain that is unrivalled and that ranges from beaches along the Pacific Ocean to desert plains inland to the high coastal range of the Santa Margarita Mountains. No other base can exceed its capacity for contingency, mobilization, and future force requirements to support operations and training.

### **CAMP PENDLETON'S RESOURCES**

Camp Pendleton's extensive maneuver areas allow battalion-size units (about 1,000 Marines) to engage in a wide variety of field training using inert ammunition and ordnance, and most of the battalion field training is accomplished here. About 114,000 acres are available for training. There are 68 live-fire ranges, 52 artillery firing areas, and 16 ordnance impact areas. Ordnance ranging from 5.56mm small arms to 500-pound aerial bombs

can be used at the base. In addition, there are nine sectioned beaches on which seven to ten large-scale amphibious training exercises are conducted each year.

Camp Pendleton has two large impact areas, designated as Zulu (in the south central part of the base) and Xray (in the north central part of the base), that afford artillery units and company-size Marine units (about 240 Marines) the opportunity to train with an array of weapons using live ammunition and ordnance. Most of the artillery field training is accomplished at Camp Pendleton. Additionally, the base has an urban warfare training area where Marines train for engagements with the enemy in cities.

Generally, the operational units and the aviation units train at Zulu, which lies east of Basilone Road (a road that runs generally north and south in the middle of the base) and is the larger of the two areas. The schools (such as the School of Infantry) train at Xray, which is located north of Zulu.

These impact areas allow the Marines to place their firing positions at different locations on the base in a manner that establishes a perimeter around the target in the impact area. For example, the Marines can place artillery in one area, mortars in another, and tanks in a

third location and then fire on the target in the Zulu impact area. Camp Pendleton's impact areas also allow Marine aviators from its Air Station as well as those from MCAS Miramar to practice bombing and firing rockets and guns at targets on the ground. This kind of resource is extremely valuable and cannot be replaced.

#### **CAMP PENDLETON'S RELATIONSHIP WITH MCAS MIRAMAR**

The Third Marine Aircraft Wing, which is based at Marine Corps Air Station Miramar, is the air combat element of the First Marine Expeditionary Force, which is headquartered at Marine Corps Base Camp Pendleton. One component of the Third MAW, Marine Aircraft Group 39, is based at Marine Corps Air Station Camp Pendleton.

In addition, Marine aviators from MCAS Miramar regularly train at Camp Pendleton's ranges. The F/A-18's and the CH-46E (medium lift) and CH-53E (heavy lift) helicopters train at the air warfare ranges and impact areas at Camp Pendleton in exercises involving air to ground warfare with live ammunition and ordnance; use of night vision devices; and low-level navigation.

#### **CAMP PENDLETON'S RELATIONSHIP WITH TWENTYNINE PALMS**

The Marine Corps Air Ground Combat Center in the Mojave Desert at Twentynine Palms, California, about 110 miles northeast of Camp Pendleton, provides the Marines at

Camp Pendleton with a huge area within which they can conduct battalion-size maneuvers and field training exercises using the full range of live ammunition and ordnance, including artillery and aircraft ordnance. These ranges are larger than those at Camp Pendleton and sufficiently expansive that they can accommodate battalion tactics and 360-degree firing of artillery and other live ordnance. As a result, large Marine units such as battalions of 1,000 Marines can engage in maneuvers on these ranges while under live fire from rifles, machine guns, mortars, and artillery as well as bombs, rockets and missiles from aircraft such as the F/A-18's and the Cobra helicopters.

Marine units from Camp Pendleton's First Marine Division regularly train at Twentynine Palms in battalion field exercises, artillery and tank live fire exercises, helicopter training exercises, and air to ground warfare exercises involving both fixed wing and rotary wing aircraft. In fact, several components of the First Marine Division are based at Twentynine Palms, i.e., the Seventh Regiment (infantry), the Third Battalion of the Eleventh Regiment (artillery), the First Tank Battalion (armor), and the Third Light Armored Reconnaissance Battalion.

On some occasions, troops from Camp Pendleton travel to Twentynine Palms by motor vehicles. On other occasions, the Huey's fly troops out to Twentynine Palms from Camp Pendleton, and the Cobra's fly there for air to ground warfare training. Typically, the helicopters fly to Twentynine Palms for a half-day's training; land and refuel; and return to MCAS Camp Pendleton. In addition, there is a month-long Combined Arms Exercise at Twentynine Palms nearly every month, and battalions from Camp Pendleton's First Marine Division regularly participate in these exercises.

#### **CAMP PENDLETON'S RELATIONSHIP WITH NAF EL CENTRO**

The light attack helicopters of Marine Aircraft Group 39 at Camp Pendleton use the Naval Air Facility at El Centro, California, located about 95 miles southeast of the Marine Corps Base, in connection with the training of Marine Expeditionary Units (MEU's). In a typical exercise, Marine helicopters from Camp Pendleton will embark Marine infantry troops from Navy amphibious ships operating off the Southern California coast; fly to El Centro to refuel; and then fly the troops southeast to the western part of the Goldwater Range (R2301 West, that Marine Corps Air Station Yuma manages) where they engage in combat exercises.

#### **CAMP PENDLETON'S RELATIONSHIP WITH MCAS YUMA**

Marine Corps Air Station Yuma is located about 170 miles southeast of Camp Pendleton. As described above, helicopters from Camp Pendleton transport troops from Navy amphibious ships off the coast of Southern California to the western part of the Goldwater Range (R2301 West) that is managed by MCAS Yuma. There, the troops and helicopters engage in ground and air warfare training using inert ammunition and ordnance on the ground and rake ranges and in the urban warfare training area. In addition, Huey and Cobra helicopters from Camp Pendleton use the other ranges associated with MCAS Yuma for live fire exercises and for night vision device training, low-level navigation training, and air to ground gunnery training.

#### **CAMP PENDLETON'S RELATIONSHIP WITH CHOCOLATE MOUNTAINS**

The Chocolate Mountains Range, managed by Marine Corps Air Station Yuma, is located about 115 miles east of Camp Pendleton. Cobra helicopters from Camp Pendleton use the Chocolate Mountains Range for live fire exercises employing their rockets, guns and missiles. The Huey helicopters based at Camp Pendleton also use this range for exercises employing the rockets and guns that they sometimes carry.

### **CAMP PENDLETON'S RELATIONSHIP WITH THE GOLDWATER RANGE**

The Goldwater Range is located about 170 miles southeast of Camp Pendleton. Helicopters based at Camp Pendleton fly Marine troops from Navy amphibious ships offshore to the western part of the Goldwater Range (R2301 West), where they engage in ground and air warfare training using inert ammunition and ordnance. These helicopters also use the Goldwater Range to practice terrain flying techniques; evasive maneuvers involving fixed and rotary wing aircraft; and long range insertions of troops.

### **CAMP PENDLETON'S RELATIONSHIP WITH MCRD SAN DIEGO**

After seven weeks of training at Marine Recruit Depot San Diego, Marine recruits move to Camp Pendleton's Edson Range, where they spend four weeks learning marksmanship, martial arts, basic field skills, and defending against nuclear, biological and chemical attacks. They are also tested in the 54-hour challenge known as the Crucible. This training is conducted by MCRD's Weapons and Field Training Battalion, which is based at Camp Pendleton.

Upon graduation from MCRD San Diego, the new Marines go to Camp Pendleton to attend the School of Infantry, where they first learn basic infantry skills and tactics and then take specialized training to become riflemen, machine gunners, mortar operators, and antitank assault



specialists. There are other specialty schools that the new Marines attend as well such as the Assault Amphibian School.

### **CONCLUSION**

Marine Corps Base Camp Pendleton is an irreplaceable national security asset. It provides the Department of Defense with the unique combination of coastal, desert, and mountain environments that allow the full range of training for naval, infantry, artillery, armor, aviation, and supply units. The Navy and the Marine Corps can practice amphibious assaults here, and the Marine Corps can conduct large scale infantry, armor, and artillery exercises with aircraft engaged in air to ground warfare on ranges that allow use of the full range of weapons with live ammunition and ordnance.

Camp Pendleton's ranges also allow unit level training to refine skills that the Marines have learned at schools on the base. The Marines based at Camp Pendleton can train here efficiently and economically, because the transit times to and from the ranges are short. Similarly, Marine aircraft from MCAS Miramar and MCAS Camp Pendleton can use these ranges conveniently, efficiently, and economically.

Therefore, it is unlikely that the Department of Defense would close Marine Corps Base Camp Pendleton or

significantly reduce its operations in the 2005 round of Defense Base Closures and Realignments.

## **NAVY REGION SOUTHWEST**

In 1998, the Department of the Navy decided to coordinate on a regional basis certain aspects of shore support management that were common to Navy activities in the same geographic area. The Navy's goal was to streamline processes, gain efficiencies, and achieve economies of scale. Thus, in 1999, the Department of the Navy placed its bases in California, Arizona, and Nevada under the shore support management of Commander, Navy Region Southwest, whose predecessors were Commander, Naval Base San Diego, and Commander, Eleventh Naval District. Navy Region Southwest is commanded by a Rear Admiral whose headquarters are in the Navy's Broadway Complex in buildings that were constructed in 1922 for Naval Supply Center San Diego on North Harbor Drive where West Broadway meets San Diego Bay.

Navy Region Southwest coordinates base operating support services such as port and air operations, installation security, environmental compliance, information technology, bachelor and family housing, child development centers, religious services, medical and dental care, legal services, public relations and logistical matters. Applying a regional perspective, it evaluates the

operating forces' requirements for these kinds of services and then seeks to reduce the costs associated with providing these services to the forces. Navy Region Southwest also serves as the regional coordinator for the Commander of the United States Pacific Fleet, whose headquarters are located at the Pearl Harbor Naval Complex on the island of Oahu in Hawaii.

There are eight Naval bases that fall under the administrative shore support management of Navy Region Southwest. Naval Base San Diego, Naval Base Point Loma, and Naval Base Coronado are in the San Diego area. Naval Air Facility El Centro is located in southeast California, 117 miles east of San Diego. Naval Air Station Lemoore is located in Lemoore, California, about 30 miles south of Fresno. Naval Base Ventura County is located about 40 miles northwest of Los Angeles and consists of Naval Air Station Point Mugu and Naval Construction Battalion Center Port Hueneme. Naval Weapons Station Seal Beach is located just southeast of Long Beach and has Detachments at Concord, about 28 miles northeast of San Francisco, and at Fallbrook, about 30 miles north of San Diego. Naval Air Station Fallon is located in Fallon, Nevada, about 60 miles southeast of Reno.

Naval Base San Diego consists of Naval Station San Diego, the Navy Broadway Complex, and the base operating support component of Naval Medical Center San Diego. Naval Base Point Loma consists of Naval Submarine Base San Diego, the Fleet Antisubmarine Warfare Training Center, and the base operating support component of the Space and Naval Warfare (SPAWAR) Systems Center. Naval Base Coronado consists of Naval Air Station North Island, Naval Amphibious Base Coronado, Naval Outlying Landing Field Imperial Beach, and Naval Auxiliary Landing Field San Clemente Island.

When considering installations during the Defense Base Closure and Realignment process, the Department of Defense will examine each one discretely. Thus, the Navy's administrative assignment of San Diego installations to Naval Base San Diego, Naval Base Point Loma, and Naval Base Coronado will not likely result in only a collective evaluation by DoD of the installations comprising each such base. Accordingly, this assessment will review each of the principal Naval bases in the San Diego area.

## **NAVAL STATION SAN DIEGO**

### **BACKGROUND**

Naval Station San Diego is located in the City of San Diego and in National City on the eastern side of San Diego Bay, southeast of the Coronado Bay Bridge. A major support installation for the United States Pacific Fleet, the base covers about 1,320 acres of land and 326 acres of water. There are about 48,000 military and civilian personnel who work at the Naval Station, of whom about 3,900 military and civilian personnel work directly for the Naval Station.

The Naval Station is commanded by a Navy Captain and falls under the operational control of the Commander of the United States Pacific Fleet (COMPACFLT), whose headquarters are located at the Pearl Harbor Naval Complex, and the Commander, Naval Surface Force, U.S. Pacific Fleet (COMNAVSURFPAC), whose headquarters are located on Naval Amphibious Base Coronado. The base is within the area coordination authority (for shore support services) of Commander, Navy Region Southwest.

Naval Station San Diego serves as the homeport for about 44 warships of the United States Pacific Fleet, the largest concentration of Navy surface vessels on the West Coast. It also serves as the homeport for four vessels of

the Navy's Military Sealift Command, the United States Naval Ship Mercy, a Hospital Ship operated by the Military Sealift Command, and several vessels of the United States Coast Guard. In addition, the Naval Station provides pier space for Pacific Fleet ships engaged in refresher training and shakedown cruises and foreign Navy ships visiting San Diego. The Naval Station performs about 3,500 ship movements annually.

The mission of Naval Station San Diego is to provide logistical support for Pacific Fleet ships based there, for shore-based support activities located on the Naval Station, and for the families of those serving in the operating forces based there. In particular, the Naval Station provides pier space, waterfront operational services, supply services and security for Pacific Fleet surface vessels; living quarters for Sailors and Officers; and other shore-based support activities such as an Exchange and a Commissary. The California Technology, Trade and Commerce Agency has estimated the Naval Station's annual economic impact on the region at \$1.8 Billion.

#### **PHYSICAL CHARACTERISTICS**

Naval Station San Diego is located in the City of San Diego and in National City, about three miles southeast of downtown San Diego and about ten miles north of the border

between the United States and Mexico. The base is situated along the eastern edge of San Diego Bay, in the southwest corner of the United States.

The Naval Station is bounded by San Diego Bay on the west, South 27<sup>th</sup> Street in San Diego on the north, Main Street in San Diego on the east, and West 24<sup>th</sup> Street in National City on the south. The main entrance to the base is located in San Diego at the intersection of Harbor Drive, the main thoroughfare that parallels the Naval Station, and 32<sup>nd</sup> Street. Thus, the Naval Station is referred to colloquially as "32<sup>nd</sup> Street."

Naval Station San Diego covers about 1,320 acres of land that stretches along 2.6 miles of San Diego Bay shoreline. The base has 14 piers that provide 12 miles of berthing space for Pacific Fleet surface ships, Military Sealift Command ships, and Coast Guard cutters. In addition, it has one graving dock (a drydock).

The property between the northern point of the Naval Station and the Coronado Bay Bridge is occupied by three shipbuilding and ship repair companies. National Steel and Shipbuilding Company (NASSCO), a large shipyard that builds ships and also performs repairs, is located adjacent to the Naval Station. Northwest of NASSCO is Southwest Marine, a medium sized shipyard that performs ship repairs but does



not build ships. Continental Maritime of San Diego, Inc., a small shipyard that performs only repairs, is located adjacent to the south side of the bridge. The Port of San Diego occupies the property adjacent to the north side of the Coronado Bay Bridge.

## **COMMANDS, ACTIVITIES AND FACILITIES ON THE BASE**

### **Operating Forces**

Naval Station San Diego is the homeport for about 50 ships of the Pacific Fleet and the Military Sealift Command as well as for several Coast Guard cutters. It also provides pier space for Pacific Fleet ships from other Naval bases that are engaged in training exercises and for foreign naval vessels that are visiting San Diego. In addition, the Naval Station hosts about 50 shore-based activities that support the operations of the Pacific Fleet.

The Navy ships that are homeported at Naval Station San Diego are assigned to the Naval Surface Force, U.S. Pacific Fleet (SURFPAC), which resulted from a 1975 merger of the Pacific Fleet's Cruiser-Destroyer Force, Amphibious Force, and Service Force. Commanded by a Vice Admiral whose headquarters are on the Naval Amphibious Base in Coronado, SURFPAC's ships are homeported at Naval Station San Diego, Naval Amphibious Base Coronado, Naval Station

Bremerton and Naval Station Everett in Washington, Naval Station Pearl Harbor in Hawaii, and Fleet Activities Yokosuka and Fleet Activities Sasebo in Japan.

The SURFPAC force is composed of combatant ships such as Guided Missile Cruisers (CG's), Guided Missile Destroyers (DDG's), Destroyers (DD's), and Guided Missile Frigates (FFG's); amphibious ships such as Amphibious Assault Ships that carry helicopters (LHA's and LHD's), Amphibious Transport Docks (LPD's) and Dock Landing Ships (LSD's) that transport Marines and their equipment to landing beaches; small patrol vessels such as Coastal Patrol Ships (PC's); and Auxiliaries (Service Ships) such as Fast Combat Support Ships (AOE's) that carry supplies, Command Ships (LCC's and AGF's), and Salvage Ships (ARS's). The mission of SURFPAC is to train crews and maintain ships so that they can be deployed to the Eastern and Western Pacific Ocean, the Indian Ocean, and the Persian Gulf in support of United States interests in those areas of the world.

The Cruisers that are homeported at Naval Station San Diego are: USS Antietam (CG-54), USS Bunker Hill (CG-52), USS Lake Champlain (CG-57), USS Mobile Bay (CG-53), USS Princeton (CG-59), USS Shiloh (CG-67), and USS Valley Forge (CG-50).

The Destroyers that are homeported at Naval Station San Diego are: USS Benfold (DDG-65), USS Decatur (DDG-73), USS Elliott (DD 967), USS Fitzgerald (DDG-62), USS Higgins (DDG-76), USS Howard (DDG-83), USS John Paul Jones (DDG-53), USS Lassen (DDG-82), USS Mc Campbell (DDG-85), USS Milius (DDG-69), USS Oldendorf (DD-972), USS Preble (DDG-88), and USS Stethem (DDG-63).

The Frigates that are homeported at Naval Station San Diego are: USS Curts (FFG-338), USS George Philip (FFG-12), USS Jarrett (FFG-33), USS Mc Clusky (FFG-41), USS Rentz (FFG-46), USS Sides (FFG-14), and USS Thach (FFG-43).

The Amphibious ships that are homeported at Naval Station San Diego are: USS Anchorage (LSD-36), USS Belleau Wood (LHA-3), USS Bonhomme Richard (LHD-6), USS Boxer (LHD-4), USS Cleveland (LPD-7), USS Comstock (LSD-45), USS Denver (LPD-9), USS Dubuque (LPD-8), USS Duluth (LPD-6), USS Germantown (LSD-42), USS Mount Vernon (LSD-39), USS Ogden (LPD-5), USS Pearl Harbor (LSD-52), USS Peleliu (LHA-5), USS Rushmore (LSD-47), and USS Tarawa (LHA-1).

The Cruisers, Destroyers and Frigates of SURFPAC are assigned to three Cruiser-Destroyer Groups (CRUDESGRU's) and four Carrier Groups (CARGRU's). The Destroyers and Frigates of SURFPAC are organized in seven Destroyer Squadrons (DESRON's) that are assigned to the CRUDESGRU's

and CARGRU's as their surface warfare and antisubmarine warfare components.

Each CRUDESGRU and each CARGRU is based on an Aircraft Carrier that is the centerpiece of an Aircraft Carrier Battle Group. When it deploys overseas, the Battle Group typically consists of an Aircraft Carrier, Cruisers, Destroyers and Frigates, Submarines, and an Auxiliary supply ship.

The Commanders of Cruiser-Destroyer Groups (COMCRUDESGRU's) command the Aircraft Carrier Battle Groups assigned to certain Pacific Fleet Aircraft Carriers, and the Commanders of Carrier Groups (COMCARGRU's) command the Aircraft Carrier Battle Groups assigned to other Aircraft Carriers of the Pacific Fleet. In particular, COMCRUDESGRU ONE is based on the USS Constellation (CV-64); COMCRUDESGRU THREE is based on the USS Abraham Lincoln (CVN-72); COMCRUDESGRU FIVE is based on the USS Nimitz (CVN-68); COMCARGRU THREE is based on the USS Carl Vinson (CVN-70); COMCARGRU FIVE is based on the USS Kitty Hawk (CV 63); and COMCARGRU SEVEN is based on the USS John C. Stennis (CVN-74). Thus, for example, COMCRUDESGRU ONE commands the Constellation Battle Group.

Two of SURFPAC's three Cruiser-Destroyer Groups, CRUDESGRU ONE and CRUDESGRU FIVE, are based on Aircraft

Carriers (USS Constellation and USS Nimitz) that are homeported at Naval Air Station North Island. The third, CRUDESGRU THREE, is based on an Aircraft Carrier (USS Lincoln) that is homeported at Naval Station Everett, Washington. Four of SURFPAC's seven Destroyer Squadrons, DESRON's ONE, SEVEN, TWENTY-ONE, AND TWENTY-THREE, are homeported at Naval Station San Diego. Its other three Destroyer Squadrons are based at Naval Station Everett (DESRON NINE), Fleet Activities Yokosuka (DESRON FIFTEEN), and Naval Station Pearl Harbor (DESRON THIRTY-ONE).

San Diego-based Cruiser-Destroyer Group One (CRUDESGRU ONE) is commanded by a Rear Admiral based on the Aircraft Carrier USS Constellation (CV-64), which is homeported at Naval Air Station North Island. The Cruisers assigned to Cruiser-Destroyer Group One are the Naval Station San Diego-based USS Bunker Hill (CG-52) and USS Valley Forge (CG-50), and the Pearl Harbor-based USS Lake Erie (CG-70). The seven Destroyers and Frigates that comprise the surface and antisubmarine warfare components of Cruiser-Destroyer Group One are assigned to Destroyer Squadron Seven (DESRON SEVEN), which is based at Naval Station San Diego. This squadron is composed of the San Diego-based Destroyers and Frigates USS Benfold (DDG-65), USS Higgins (DDG-76), USS

Howard (DDG-83), USS John Paul Jones (DDG-53), USS Milius (DDG-69), and USS Thach (FFG-43).

Cruiser-Destroyer Group Three (CRUDESGRU THREE), commanded by a Rear Admiral based on the Aircraft Carrier USS Abraham Lincoln (CVN-72), homeported at Naval Station Everett, Washington, has two San Diego-based Cruisers assigned to his Washington State-based Group. The USS Mobile Bay (CG-53) and the USS Shiloh (CG-67) are homeported at Naval Station San Diego. The eight Destroyers and Frigates that comprise the surface and antisubmarine warfare components of CRUDESGRU THREE are assigned to Destroyer Squadron Thirty-One (DESRON THIRTY-ONE), which is homeported at Naval Station Pearl Harbor.

Cruiser-Destroyer Group Five (CRUDESGRU FIVE), commanded by a Rear Admiral based on the Aircraft Carrier USS Nimitz (CVN-68), homeported at Naval Air Station North Island, has one San Diego-based Cruiser and one Pearl Harbor-based Cruiser. The USS Princeton (CG-59) is homeported at Naval Station San Diego, and the USS Chosin (CG-85) is based at Naval Station Pearl Harbor. The four Destroyers that comprise the surface and antisubmarine warfare components of Cruiser-Destroyer Group Five are assigned to Destroyer Squadron Twenty-Three (DESRON TWENTY-THREE), which is based at Naval Station San Diego. This

squadron is composed of the San Diego-based Destroyers USS Fitzgerald (DDG-62), USS Lassen (DDG-82), USS Oldendorf (DD-972), and USS Stethem (DDG-63).

Two of the four Carrier Groups to which SURFPAC ships are assigned are based at Naval Air Station North Island. Carrier Group One does not have any ships permanently assigned, but rather serves as a training Group to which ships are temporarily assigned when they are preparing to deploy overseas in Aircraft Carrier Battle Groups. This Carrier Group prepares other ships for deployment. Carrier Group Seven is based on an Aircraft Carrier (USS Stennis) homeported at Naval Air Station North Island.

The two other Pacific Fleet Carrier Groups are based in the State of Washington and in Japan. Carrier Group Three is based on an Aircraft Carrier (USS Vinson) homeported at Puget Sound Naval Shipyard in Bremerton, Washington. Carrier Group Five is based on an Aircraft Carrier (USS Kitty Hawk) homeported at Fleet Activities Yokosuka, Japan.

Carrier Group Three (CARGRU THREE), commanded by a Rear Admiral based on the Aircraft Carrier USS Carl Vinson (CVN-70), homeported at Puget Sound Naval Shipyard in Bremerton, Washington, has one San Diego-based Cruiser assigned to it. The USS Antietam (CG-54) is homeported at

Naval Station San Diego. The six Destroyers and Frigates that comprise the surface and antisubmarine warfare components of Carrier Group Three are assigned to Destroyer Squadron Nine (DESRON NINE), which is homeported at Naval Station Everett, Washington.

Carrier Group Seven (CARGRU SEVEN), commanded by a Rear Admiral based on the Aircraft Carrier USS John C. Stennis (CVN-74), homeported at Naval Air Station North Island, has one San Diego-based Cruiser. The USS Lake Champlain (CG-57) is homeported at Naval Station San Diego. The four Destroyers and Frigates that comprise the surface and antisubmarine warfare components of Carrier Group Seven are assigned to Destroyer Squadron Twenty-One (DESRON TWENTY-ONE), which is based at Naval Station San Diego. This squadron is composed of the San Diego-based Destroyers and Frigates USS Decatur (DDG-73), USS Elliott (DD-967), USS Jarrett (FFG-33), and USS Rentz (FFG-46). In January 2004, the USS Momsen (DDG-92) will join DESRON TWENTY-ONE.

There is one additional Destroyer Squadron that is homeported at Naval Station San Diego, and it is composed of Reserve ships and newly commissioned ships. Destroyer Squadron One (DESRON ONE) is composed of the San Diego-based Destroyers and Frigates USS Curts (FFG-38), USS George Philip (FFG-12), USS Mc Campbell (DDG-85), USS Mc



Clusky (FFG-41), USS Preble (DDG-88), and USS Sides (FFG-14). In October 2003, the USS Pinckney (DDG-91) will join this squadron, and in December 2003, the USS Mustin (DDG-89) will join DESRON ONE.

The Amphibious ships of SURFPAC are organized in one Amphibious Group that is composed of four Amphibious Squadrons and three groups of related support activities. They typically deploy as Amphibious Ready Groups (ARG's) consisting of one "big deck" amphibious assault ship (an LHA or an LHD) that carries the Harrier AV-8B vertical take off and landing jet aircraft, helicopters and air-cushioned landing craft that transport Marine troops to the landing beach; and a Landing Platform, Dock ship (LPD) and a Landing Ship, Dock vessel (LSD) that also transport troops and equipment to the landing beach. About 2,000 Marine Corps troops embark in these vessels as the Marine Expeditionary Unit (MEU) to complete the ARG/MEU team.

Amphibious Group Three is commanded by a Rear Admiral (COMPHIBGRU THREE), whose headquarters are located at Naval Station San Diego. Its ships are assigned to four Amphibious Squadrons (PHIBRON's), each commanded by a Navy Captain, comprising the Amphibious Group: Amphibious Squadrons One, Three, Five, and Seven. These squadrons

maintain headquarters on the Amphibious Assault ships (LHA's and LHD's) based at Naval Station San Diego.

In addition to the Amphibious Squadrons, there is an air tactical group, TACGRU ONE, which is responsible for air operations on the amphibious ships. There is a beach group, NAVBEACHGRU ONE, which is responsible for unloading personnel and equipment on the landing beach and at piers. And there is a coastal warfare group, Naval Coastal Warfare Group One, which is responsible for inshore warfare and harbor defense. These Groups are based at Naval Amphibious Base Coronado, California.

The Commander of Amphibious Group Three (COMPHIBGRU THREE) assigns amphibious ships homeported at Naval Station San Diego to Amphibious Squadrons One, Three, Five and Seven as operational requirements demand. The San Diego-based amphibious ships that comprise PHIBGRU THREE include the Amphibious Assault ships USS Tarawa (LHA-1), USS Belleau Wood (LHA-3), USS Peleliu (LHA-5), USS Boxer (LHD-4), and USS Bonhomme Richard (LHD-6). They also include the Landing Platform, Dock ships USS Ogden (LPD-5), USS Duluth (LPD-6), USS Cleveland (LPD-7), USS Dubuque (LPD-8), and USS Denver (LPD-9). And they include the Landing Ship, Dock ships USS Anchorage (LSD-36), USS Mount Vernon (LSD-

39), USS Germantown (LSD-42), USS Comstock (LSD-45), USS Rushmore (LSD-47), and USS Pearl Harbor (LSD-52).

The combatant and amphibious ships based at Naval Station San Diego may be assigned to the United States Third, Fifth and Seventh Fleets. The Third Fleet, which has its headquarters on board the Command Ship USS Coronado (AGF-11) at Naval Base Point Loma, trains and operates in the Eastern and Northern Pacific Ocean. It is responsible for defense of the western sea approaches to the United States, including Alaska and the Aleutian Islands. The Fifth Fleet, based in Bahrain on the Persian Gulf, is responsible for the Indian Ocean and Persian Gulf areas. The Seventh Fleet, which has its headquarters on board the Command Ship USS Blue Ridge (LCC-19), based in Yokosuka, Japan, is responsible for the Western Pacific and Indian Ocean areas.

#### **Shore-Based Activities**

Naval Station San Diego hosts about 50 shore-based activities as tenants that support the operations of Pacific Fleet ships homeported in San Diego and other Navy commands in the San Diego area. The principal activities are discussed below.

One of the principal activities on the Naval Station is Fleet and Industrial Supply Center San Diego (FISC),

which provides logistics, business and support services to fleet, shore and industrial commands of the Navy, the Coast Guard, and the Military Sealift Command as well as to other Federal agencies and foreign governments in the areas of material management, procurement, contracting, transportation services, technical and customer support, defense fuel products, and the worldwide movement of personal property. In the year 2000, FISC San Diego was named one of the "best companies to work for in San Diego" by the San Diego Business Journal.

The Supervisor of Shipbuilding, Conversion and Repair (SUPSHIP) is also a tenant on the Naval Station. This command oversees Navy contracts for projects involving the design of ships, conversion of ships, alteration of ships, repairs, overhauls, and activation and deactivation of Naval vessels at private shipyards. It also allocates unscheduled ship overhauls between Government and private shipyards.

The Shore Intermediate Maintenance Activity (SIMA) performs maintenance and makes repairs on ships and equipment between overhauls. It bridges the gap between shipboard repairs that are performed by the crew and "depot level" repairs that are performed by Naval Shipyards and commercial shipyards during periodic overhauls and

dedicated repair availabilities. SIMA San Diego is the Navy's largest such intermediate maintenance activity and the second largest ship repair facility in the southwestern part of the United States. It employs 1,800 military personnel and civilians and occupies 22 buildings that cover about 22 acres. Also at the Naval Station is the Consolidated Divers Unit, which performs work on ships at the piers and has the capability to respond to emergencies.

The Navy Public Works Center (PWC San Diego) employs 12 officers and 1,600 civilians who range across 100 trades. The PWC provides public works services and products to the Naval Station and other Naval bases in the San Diego area as well as to Marine Corps Air Station Miramar, the Naval Weapons Seal Beach Detachment at Concord, and Federal agencies in Oakland.

Navy Construction Regiment Nine and Naval Construction Battalion Unit 427 provide construction and disaster recovery services to the Naval Station. The Naval Facilities Engineering Command's Southwest Division (NAVFAC SOUTHWEST DIV), based at 1220 Pacific Coast Highway in San Diego, maintains a Resident Officer In Charge Of Construction (ROICC) at the Naval Station to oversee construction projects.

The Naval Computer and Telecommunications Station operates a Detachment at the Naval Station. The Naval Media Center also maintains a Detachment at the base. And the Naval Surface Warfare Center, Carderock, Maryland, Division, maintains a group at the Naval Station. The Defense Reutilization and Marketing Office (DRMO) also maintains a facility at the base.

The Naval Criminal Investigative Service has a field office at the Naval Station, and Naval Medical Center San Diego operates a Branch Medical Clinic at the base. Additionally, Navy Environmental and Preventive Medicine Unit No. 5, which provides technical assistance, guidance and training in the recognition and elimination of hazardous conditions in the workplace, has an office on the Naval Station.

There are many training activities on the Naval Station that include the Fleet Training Center that educates Sailors and Officers in shipboard skills; the Afloat Training Group Pacific that trains Sailors and Officers on ships at sea; the Aegis Training & Readiness Center that trains Sailors and Officers in this shipboard weapons system; the Navy Occupational Safety and Health and Environmental Training Center that trains military and civilian personnel in the areas of occupational safety,

health and the environment; the Naval Justice School Detachment, the Navy Campus Education Center, Chapman College, U.S. International University, and the University of the Redlands.

The Naval Station also provides an Exchange, a Commissary, and living quarters for single Sailors and Officers. For example, there are eight Bachelor Enlisted Quarters (BEQ's) on the base. There is a Federal Credit Union on the base, and Navy Region Southwest maintains offices that address family advocacy issues and military family housing issues. The Naval Station provides child care services for more than 2,800 children each day.

#### **MILITARY VALUE**

Naval Station San Diego has high military value in at least four material respects. First, it is strategically located in the southwest corner of the United States on one of the Pacific Coast's largest natural deep-water harbors. San Diego Bay is protected from the sea, and the base is close to the Pacific Ocean.

Second, Naval Station San Diego is the only Naval Station on the West Coast that has sufficient pier space to accommodate the bulk of the United States Pacific Fleet. The Naval bases in the San Francisco and Los Angeles areas that previously hosted ships of the Pacific Fleet have

closed, and the Naval Stations in Puget Sound do not have sufficient capacity to accommodate the Pacific Fleet ships based at Naval Station San Diego.

In the 1991 round of Defense Base Closures and Realignment, the Department of Defense closed Naval Station Long Beach and in the 1995 round of closures, it closed Long Beach Naval Shipyard. In the 1993 round of Defense Base Closures and Realignment, the Department of Defense closed all of the Navy's bases in the San Francisco Bay Area, i.e., Hunters Point Naval Shipyard and Naval Station Treasure Island in San Francisco; Naval Air Station Alameda and Fleet and Industrial Supply Center Oakland in the East Bay area; and Mare Island Naval Shipyard at Vallejo on San Pablo Bay north of San Francisco Bay. As a result, the Navy no longer has any significant amount of pier space in California other than at San Diego.

For example, the Naval Weapons Station at Seal Beach is not a suitable venue for a naval station because of the area limitations imposed by its explosive safety arcs and its lack of sufficient infrastructure. Similarly, the port facilities associated with the Naval Construction Battalion Center at Port Hueneme (part of Naval Base Ventura County) are small and can only accommodate a few cargo ships and small vessels.



For the same reasons, the Naval Stations in Puget Sound in the State of Washington cannot accommodate the ships and support activities that are based at Naval Station San Diego. Naval Station Bremerton is a small base located adjacent to Puget Sound Naval Shipyard, a very busy and congested property. The Naval Station at Bremerton serves as homeport for the Pacific Fleet's four Auxiliaries, the former Service Force ships that supply food, fuel and ammunition to combatant ships and aircraft carriers at sea, i.e., the Fast Combat Support ships known as AOE's: USS Sacramento (AOE-1), USS Camden (AOE-2), USS Rainier (AOE-7), and USS Bridge (AOE-10). It has neither the pier space nor the capacity to accommodate the ships based at Naval Station San Diego.

Naval Station Everett in Everett, Washington, is also a small base. It accommodates the six Destroyers and Frigates of Destroyer Squadron Nine (DESRON NINE): USS Fife (DD-991), USS Ford (FFG-54), USS Ingraham (FFG-61), USS Paul F. Foster (DD-964), USS Rodney M. Davis (FFG-60), and USS Shoup (DDG-86), and one Aircraft Carrier, the USS Abraham Lincoln (CVN-72). Naval Station Everett has neither sufficient pier space nor the capacity to accommodate significant numbers of additional warships.

**NAVAL STATION SAN DIEGO'S RELATIONSHIP WITH  
OTHER MILITARY BASES IN THE REGION**

The third component of Naval Station San Diego's extraordinary military value is the synergy that arises out of the proximity of the Naval Station to four other important bases in the San Diego area. Naval Station San Diego is central to the missions and operations of Naval Air Station North Island, Naval Amphibious Base Coronado, Marine Corps Base Camp Pendleton, and Marine Corps Air Station Miramar.

The Cruisers, Destroyers and Frigates that are based at Naval Station San Diego operate with and protect the Aircraft Carriers based at Naval Air Station North Island on nearby Coronado Island. When a North Island-based Aircraft Carrier trains in the Navy's operating areas in the Eastern Pacific Ocean from 25 to 200 miles west of San Diego, it trains with the San Diego-based Cruisers, Destroyers and Frigates that constitute the surface and antisubmarine warfare components of the Carrier Battle Group. When an Aircraft Carrier based at North Island deploys overseas, it does so in company with Cruisers, Destroyers and Frigates based at Naval Station San Diego as a Carrier Battle Group.

Naval Station San Diego provides deep-water pier space for the ships of the amphibious commands whose personnel train at Naval Amphibious Base Coronado. In addition to operating with each other, these Amphibious Ships also operate with Aircraft Carriers from NAS North Island and Cruisers, Destroyers and Frigates from the Naval Station. In a typical exercise, the Amphibious Ready Group trains with the Carrier Battle Group in operations that engage the full range of Naval forces from sea power to air power to amphibious landings.

Amphibious Ships from the Naval Station typically embark Marine troops and helicopters from Marine Corps Base Camp Pendleton and Marine helicopters from Marine Corps Air Station Miramar. These troops and aircraft then engage in operations on the landing beaches and at the air and ground warfare training ranges in Southern California and Southwestern Arizona, including Camp Pendleton, the Marine Corps Air Ground Combat Center at Twentynine Palms, Naval Air Facility El Centro, Marine Corps Air Station Yuma, the Chocolate Mountains Range, and the Goldwater Range. When the Naval Station San Diego-based amphibious ships deploy as Amphibious Ready Groups, they do so with Marine Corps troops, equipment and helicopters from Camp Pendleton and MCAS Miramar embarked as Marine Expeditionary Units.

The fourth component of Naval Station San Diego's military value is the extensive and modern infrastructure that this base supplies for the operating forces of the Pacific Fleet. The Naval Station's physical capacity exceeds that of any other Naval Station on the Pacific Coast, and it is the only West Coast Naval Station capable of accommodating and supporting a large number of different kinds of warships, their personnel, and related shore-based activities. Moreover, the Navy continues to improve and expand the Naval Station's infrastructure each year, making these facilities even more valuable.

#### **CONCLUSION**

Naval Station San Diego is an essential base that has unique strategic value by virtue of its location in a well-protected, deep-water harbor close to the Pacific Ocean. There is no other Naval Station on the West Coast that has the capacity to accommodate and support the number and diversity of Pacific Fleet ships that are based at Naval Station San Diego.

Naval Station San Diego plays an integral role in the relationships among the various Navy and Marine Corps bases in the San Diego area and the training ranges offshore and throughout Southern California and Southwestern Arizona. The Cruisers, Destroyers and Frigates based at the Naval

Station train with the Aircraft Carriers that are based at Naval Air Station North Island and accompany them as their surface and antisubmarine warfare components when the Carriers deploy in Carrier Battle Groups. The Amphibious ships based at the Naval Station embark Marine Corps troops, equipment, and aircraft from Marine Corps Base Camp Pendleton and Marine Corps Air Station Miramar for Amphibious Ready Group training off the shores of Southern California and on the Southern California and Southwestern Arizona ranges and for overseas deployments as Marine Expeditionary Units.

Naval Station San Diego's extensive and modern infrastructure cannot be replicated at any other Naval base on the West Coast. Moreover, the Navy continues to invest significant funds each year to improve the base's physical plant.

Naval Station San Diego is one of America's most valuable national security assets. Therefore, it is unlikely that the Department of Defense would close Naval Station San Diego or significantly reduce its operations in the 2005 round of Defense Base Closures and Realignments.

## **NAVAL AIR STATION NORTH ISLAND**

### **BACKGROUND**

Naval Air Station North Island, known as the Birthplace of Naval Aviation, is located in Coronado, California, across the Coronado Bay Bridge from the City of San Diego and Naval Station San Diego. It is part of Navy Region Southwest's Naval Base Coronado, which consists of the Naval Air Station and Naval Amphibious Base Coronado.

North Island is the headquarters of the United States Pacific Fleet's Naval Air Force, and there are three Pacific Fleet Aircraft Carriers homeported at the Naval Air Station: USS Constellation (CV-64), USS Nimitz (CVN-68), and USS John C. Stennis (CVN-74). The Nimitz, commissioned in 1975, and the Stennis, commissioned in 1995, are nuclear-powered Carriers. The Constellation, commissioned in 1961, is a conventionally powered Carrier and will likely be decommissioned in 2003. In 2005, the USS Ronald Reagan (CVN-76), a nuclear-powered Carrier, will join the Fleet and will likely be homeported at North Island. The Air Station can accommodate four Aircraft Carriers at its berths on San Diego Bay.

There are three other Aircraft Carriers in the United States Pacific Fleet: USS Kitty Hawk (CV-63), a conventionally powered Carrier commissioned in 1961; USS

Carl Vinson (CVN-70), a nuclear-powered Carrier commissioned in 1982; and USS Abraham Lincoln (CVN-72), a nuclear-powered Carrier commissioned in 1989. The USS Kitty Hawk is homeported at Naval Activities Yokosuka, Japan. The USS Carl Vinson is homeported at Puget Sound Naval Shipyard in Bremerton, Washington. And the USS Abraham Lincoln is homeported at Naval Station Everett, Washington. All of the Pacific Fleet Aircraft Carriers operate with aircraft from squadrons that are based at Naval Air Station North Island as well as at other Naval Air Stations on the West and East Coasts.

Naval Air Station North Island covers 2,802 acres and is the Navy's largest aviation-industrial complex. The base serves as homeport for 24 aircraft squadrons with 215 aircraft and also hosts 80 tenant commands, including Naval Aviation Depot North Island (NADEP), which occupies 360 acres, employs 3,500 civilians, and performs major maintenance and repair work on aircraft and equipment. About 17,510 military personnel work on the base, and about 5,800 civilians work there. When the three Aircraft Carriers homeported at North Island are in port, the base population swells to nearly 35,000 active duty service members, reserves, and civilians.

Naval Air Station North Island is homeport for the Pacific Fleet's antisubmarine helicopter squadrons and its sea control fixed wing jet aircraft. In addition to the Commander, Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC), the base provides headquarters for Commander, Cruiser-Destroyer Group One (COMCRUDESGRU ONE), Commander, Cruiser-Destroyer Group Five (COMCRUDESGRU FIVE), Commander, Carrier Group One (COMCARGRU ONE), and Commander, Carrier Group Seven (COMCARGRU SEVEN).

Naval Air Station North Island also serves as home to the Fleet Area Control and Surveillance Facility that controls the Navy's operating areas in the Eastern Pacific and Mid-Pacific Ocean. This facility schedules and coordinates Naval operations in the Southern California, Northern California and Hawaiian Fleet Operating Areas.

Naval Air Station North Island operates two other aircraft facilities in the San Diego area. The Naval Outlying Landing Field at Imperial Beach, California, is located about ten miles south of NAS North Island, on the border between the United States and Mexico. The Navy uses this airfield for helicopter training. The Naval Auxiliary Landing Field at San Clemente Island, one of the Channel Islands, is located about 70 miles northwest of San Diego. The Navy and the Marine Corps use this airfield for both



fixed wing and rotary wing aircraft training, and the Marine Corps also uses it for ground combat training of troops.

#### **PHYSICAL CHARACTERISTICS**

Naval Air Station North Island is located in Coronado, California, at the entrance to San Diego Bay from the Pacific Ocean and about 3.5 miles northwest of Naval Station San Diego. Situated across the Bay from Point Loma, the Air Station covers an area of about 2,802 acres.

The base is located at the northern end of the Coronado peninsula and is surrounded on three sides by deep water. It has berthing wharves that can accommodate four Aircraft Carriers. There are two new permanent berths, each 1,300 feet long and 100 feet wide, which were built to accommodate nuclear-powered Aircraft Carriers. Adjacent to these wharves are buildings where maintenance is performed on nuclear power equipment from the Carriers. In addition, there are berths along the quay wall that can accommodate two Aircraft Carriers. One of these berths can accommodate a nuclear-powered Aircraft Carrier on a temporary basis, i.e., a transient CVN. The quay wall can also accommodate smaller surface ships.

Naval Air Station North Island has two runways. The North-South runway, 36/18, is 8,000 feet long. The West-

East runway, 29-11, is 7,500 feet long. The helicopters and fixed wing aircraft assigned to squadrons based at the Air Station use the airfield regularly. Navy aircraft based at other Naval Air Stations on the West Coast also use its runways when engaged in inter-deployment training and pre-deployment training with Aircraft Carriers off the coast of Southern California. Additionally, aircraft bound for and departing from Naval Air Depot North Island use its runways regularly. In recent years, the Air Station has had about 150,000 takeoffs and landings each year. The California Technology, Trade and Commerce Agency has estimated the Naval Air Station's annual economic impact on the region in the range of \$800 Million.

#### **COMMANDS, ACTIVITIES AND FACILITIES ON THE BASE**

##### **Commands**

The senior Flag Officer at Naval Air Station North Island is the Vice Admiral who is Commander, Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC). This command is responsible for maintaining the Pacific Fleet's aircraft and Aircraft Carriers and training its aviators and aviation support personnel. Four Rear Admirals also maintain their headquarters at North Island: Commander, Cruiser-Destroyer Group One on board USS Constellation; Commander, Cruiser-Destroyer Group Five on board USS

Nimitz; Commander, Carrier Group One on board the Aircraft Carrier that is undergoing pre-deployment training; and Commander, Carrier Group Seven on board USS Stennis. A Navy Captain commands each Carrier.

There are four Air Wings, each commanded by a Navy Captain, that are based at NAS North Island: Commander, Antisubmarine Helicopter Wing, U.S. Pacific Fleet; Commander, Antisubmarine Helicopter Light Wing, U.S. Pacific Fleet; Commander, Helicopter Tactical Wing, U.S. Pacific Fleet; and Commander, Sea Control Wing, U.S. Pacific Fleet. Within these four Air Wings, there are 14 helicopter squadrons and seven fixed wing squadrons that are based at North Island. In addition, there are two helicopter squadrons and one fixed wing squadron based at North Island that are components of the U.S. Naval Air Force Reserve, which has its headquarters in New Orleans, Louisiana. There is also one detachment of fixed wing aircraft at North Island that is a component of Commander, Patrol Reconnaissance Force, U.S. Pacific Fleet, based at Marine Corps Air Station Kaneohe Bay on the island of Oahu in Hawaii.

The helicopters in these 14 squadrons are the SH-60F, HH-60H, and SH-60B Seahawks, the CH-46D Sea Knights, and the MH-60S Knighthawks. The fixed wing aircraft in these

seven squadrons are the S-3B Vikings, the C-2A Greyhounds, and the C-12 Super King Air's. The helicopters in the two Reserve rotary wing squadrons are the UH-3H Sea Kings and the HH-60H Seahawks, and the fixed wing aircraft in the third Reserve squadron are the C-9 Skytrains. The fixed wing aircraft in the one detachment are the P-3C Orions.

The Commander, Helicopter Antisubmarine Wing, U.S. Pacific Fleet (COMHSWINGPAC), is based at Naval Air Station North Island and provides administrative and training support to Pacific Fleet antisubmarine helicopter squadrons. This command also serves as the immediate superior in command for five squadrons of antisubmarine helicopters based at the Air Station. These are Helicopter Antisubmarine Squadrons (HELANTISUBRON) 2, 4, 6, 8, and 10, designated as HS-2, HS-4, HS-6, HS-8, and HS-10, and they fly two versions of the Sikorsky H-60 Seahawk helicopter: the SH-60F and the HH-60H.

The SH-60F is equipped to prosecute enemy submarines, and the HH-60H is equipped to engage in combat search and rescue missions. There are 34 SH-60F and eight HH-60H Seahawks in the HS squadrons based at NAS North Island.

Helicopter Antisubmarine Squadrons 2, 4, 6, and 8 are operational squadrons. Squadron 10 is a shore-based training squadron composed of about 300 personnel and 13

SH-60F Seahawks that trains pilots, aircrews and maintenance personnel from both West and East Coast squadrons in Carrier-based rotary wing antisubmarine warfare aircraft. Squadron 14 (HS-14), based at Naval Air Facility Atsugi, Japan, is also a component of COMHSWINGPAC.

The HS squadrons operate from Aircraft Carriers; are part of the Carrier Air Wing; and carry out several missions. They seek out and destroy enemy submarines; engage in search and rescue operations; provide cargo lift services; and engage in special operations. Each squadron is typically composed of about six helicopters and staffed by about 25 officers and 160 enlisted personnel.

The Commander, Helicopter Antisubmarine Light Wing, Pacific (COMHSLWINGPAC) is also based at Naval Air Station North Island and commands seven squadrons of antisubmarine helicopters, five of which are based at the Air Station. These are Helicopter Antisubmarine Squadrons Light (HELANTISUBRON LIGHT) 37, 41, 43, 45, 47, 49, and 51, designated as HSL-37, HSL-41, HSL-43, HSL-45, HSL-47, HSL-49, and HSL-51, and they fly the SH-60B Seahawk helicopter. There are 73 SH-60B Seahawks in the HSL squadrons based at NAS North Island.

Squadron 37 is based at Marine Corps Air Station Kaneohe Bay, Hawaii, and Squadron 51 is based at Naval Air Facility Atsugi, Japan. Squadron 41 is a training squadron (known as a Fleet Replacement Squadron) that trains pilots and aircrews. Its staff consists of about 300 personnel.

The HSL squadrons operate from Cruisers, Destroyers and Frigates and are not part of the Aircraft Carrier's Carrier Air Wing. These squadrons extend their parent ships' sensors and weapons capabilities against enemy submarines, surface vessels and patrol craft armed with anti-ship missiles. When employed to conduct surveillance on shipping, they carry guns and missiles. Each squadron is typically composed of 10 SH-60B Seahawks and staffed by 40 officers and 200 enlisted personnel. The HSL squadrons generally send a Detachment of two SH-60B helicopters to each Cruiser, Destroyer, and Frigate that is equipped to handle them.

The combination of the Cruiser/Destroyer/Frigate platform and the SH-60B helicopter is known as LAMPS, i.e., Light Airborne Multipurpose System. It is an integrated ship-helicopter weapons system that expands the operational capability of Fleet Commanders significantly by extending the range at which Fleet units can detect, identify and address threats and objectives. The SH-60B helicopters are

capable of performing surface missions (observing and identifying threats that are beyond the range of the parent ships' radar and other electronic sensors); undersea warfare missions (classifying and potentially attacking submarine threats that were detected by the parent ship's sonar); search and rescue missions (searching for and locating targets, ships, and aircraft and rescuing personnel); medical evacuation missions (transporting ambulatory and litter-bound patients); vertical replenishment missions (transporting material and personnel from ship to ship and between ships and the shore); naval gunfire fire support missions (providing a platform for spotting and controlling naval gunfire from the parent ship and other ships); and communications relay missions (serving as a transmitter and receiver relay station for over-the-horizon communications between units). Thus, the SH-60B helicopters operate as integral components of the weapons and communications systems on board guided missile Cruisers and Destroyers and a certain class of guided missile Frigates.

The Commander, Helicopter Tactical Wing, U.S. Pacific Fleet (COMHELTACWINGPAC), is also based at Naval Air Station North Island and commands three squadrons of logistical support helicopters, two of which are based at

the Air Station. These are Helicopter Combat Support Squadrons (HELSUPPRON) 3, 5, and 11, designated as HC-3, HC-5, and HC-11, and they fly the CH-46D Sea Knight helicopter and the MH-60S Knighthawk helicopter.

The CH-46D is a medium lift helicopter that is generally used to transfer cargo from Navy supply ships to Aircraft Carriers, Cruisers, Destroyers and Frigates in an evolution called vertical replenishment. The MH-60S is its more capable replacement. These helicopters are not part of the Carrier Air Wing. They operate from Pacific Fleet supply ships, i.e., the Fast Combat Support AOE's that are homeported at Naval Station Bremerton, Washington, and they are assigned to the AOE's when those vessels deploy overseas. They may also operate from Amphibious Assault ships, i.e., the LHA's, LHD's, and LPD's that are homeported at Naval Station San Diego. There are 22 CH-46D helicopters and 12 MH-60S helicopters in the HC squadrons based at NAS North Island.

Squadrons 3 and 11 are based at NAS North Island, and Squadron 5 is based at Andersen Air Force Base on the island of Guam. Squadron 3 (HC-3) is a training squadron, i.e., a Fleet Replacement Squadron, whose 32 officers and 270 enlisted personnel train West and East Coast HC squadrons in the operation and maintenance of the CH-46D



and MH-60S helicopters at the rate of about 85 pilots and 70 aircrew members each year.

Combat Support Squadron 5 (HC-5), at Andersen Air Force Base on Guam, provides six detachments of CH-46D and MH-60S helicopters to Fast Combat Support AOE's and Amphibious Assault ships (e.g., LHA's), deployed in the Western Pacific. Squadron 11 (HC-11), based at North Island, has CH-46D and MH-60S helicopters and is staffed by about 90 officers and 375 enlisted personnel. It is composed of detachments that deploy on board the supply ships (AOE's) and amphibious ships (LHA's, LHD's, and LPD's) of the Pacific Fleet. Each detachment has two helicopters and about seven pilots and 15 aircrew members.

There are two additional helicopter squadrons at NAS North Island, HC-85 and HCS-5, which are components of the U.S. Naval Air Force Reserve. Combat Support Squadron 85 (HC-85) flies the UH-3H Sea King helicopter. It supports Third Fleet antisubmarine warfare exercises on the instrumented undersea range at San Clemente Island by launching and recovering underwater targets and by recovering exercise torpedoes. There are eight UH-3H Sea Kings in the Reserve HC squadron based at NAS North Island. Helicopter Support Special Squadron 5 (HCS-5) flies the HH-60H Seahawk helicopter in special warfare and combat search

and rescue missions. There are eight HH-60H Seahawks in the Reserve HCS squadron based at NAS North Island.

The Commander, Sea Control Wing, U.S. Pacific Fleet (COMSEACONWINGPAC), is based at Naval Air Station North Island and commands six squadrons of fixed wing, sea control jet aircraft, five of which are based at the Air Station. These are Sea Control Squadrons (SEACONRON) 29, 33, 35, 38, and 41, designated as VS-29, VS-33, VS-35, VS-38, and VS-41, and they fly the S-3B Viking. There are 51 S-3B Vikings in the squadrons based at NAS North Island. Sea Control Squadron 21 (VS-21), based at Naval Air Facility Atsugi, Japan, is also a component of COMSEACONWINGPAC.

These squadrons operate from Aircraft Carriers and carry out several missions. They protect the air and sea around the Carrier Battle Group by searching for and potentially attacking enemy submarines and surface ships. And they conduct surveillance of shipping. They also serve as the Battle Group's airborne fuel tanker by providing fuel to Carrier-based aircraft engaged in flight operations.

The Commander of the Sea Control Wing at North Island has a staff of about 46 military and 11 civilian personnel who manage the operational and training requirements of the

six VS squadrons. The S-3B Viking squadrons are typically composed of six to eight aircraft and staffed by about 40 officers and 170 enlisted personnel. Squadron 41 is the Navy's training squadron, i.e., its Fleet Replacement Squadron, for West and East Coast S-3B Viking aviators.

Naval Air Station North Island also provides a homeport for two fixed wing logistic squadrons: Fleet Logistic Support Squadron 57 (FLELOGSUPPRON), designated as VR-57 and also referred to as Fleet Transport Squadron 57, and Fleet Logistic Support Squadron 30, designated as VRC-30. Fleet Transport Squadron 57 (VR-57) is a component of the U.S. Naval Air Force Reserve. Squadron 57 flies the C-9 Skytrain jet aircraft, a military version of the DC-9 aircraft, and its mission is to provide passenger transportation and deliver cargo. There are five C-9 Skytrains in the Reserve VR squadron based at NAS North Island.

Fleet Logistic Support Squadron 30 (VRC-30) flies the C-2A Greyhound twin-engine, propeller-driven aircraft and the C-12 Super King Air, a twin-engine, propeller-driven aircraft. The mission of VRC-30 is to deliver material and personnel to Pacific Fleet ships and Air Stations. It employs the C-2A when flying to Aircraft Carriers, i.e.,

for Carrier On Board Delivery (COD), and the C-12 when flying between Air Stations.

Fleet Logistics Support Squadron 30 is composed of nine C-2A's and 3 C-12's and staffed by about 63 officers and 400 enlisted personnel. It is the only C-2A squadron in the Pacific and it is the Fleet Replacement Squadron for C-12 pilots and aircrews. Squadron 30 is a component of Commander, Airborne Early Warning Wing, Pacific (COMAEWWINGPAC), based at Naval Air Station Point Mugu in Ventura County, California. (The C-2A aircraft have the same power plant, wings, and certain airfoils as the E2-C Hawkeye airborne early warning/command and control aircraft that are based at NAS Point Mugu.)

The Commander, Patrol Reconnaissance Force, U.S. Pacific Fleet (COMPATRECONFORPAC), based at Marine Corps Air Station Kaneohe Bay, Hawaii, maintains a Detachment of maritime patrol aircraft at Naval Air Station North Island's Tactical Support Center (TSC). This Detachment flies the P-3C Orion, which is a land-based, long-range, four-engine, propeller-driven antisubmarine warfare patrol aircraft.

The various aircraft on board Pacific Fleet Aircraft Carriers are organized in Carrier Air Wings that largely draw their aircraft from four Naval Air Stations on the

West Coast and one Naval Air Station on the East Coast. When assembled on board the Carrier for deployment, these aircraft constitute the Carrier Air Wing.

The Carrier Air Wings draw their fighter/attack aircraft, the F/A-18 Hornets, from NAS Lemoore, near Fresno, California, and from MCAS Miramar. They draw fighter aircraft, the F-14 Tomcats, from NAS Oceana in Virginia Beach, Virginia. They embark tactical electronic warfare and intelligence-gathering jet aircraft, the EA-6B Prowlers, from NAS Whidbey Island, Washington. They take on propeller-driven airborne early warning and command and control aircraft, the E-2C Hawkeye's, from NAS Point Mugu in Ventura County, California. From NAS North Island, they embark helicopters, the SH-60F and HH-60H Seahawks; sea control jet aircraft, the S-3B Vikings; and propeller-driven fixed wing aircraft, the C-2A Greyhound Carrier On Board Delivery aircraft (COD's).

On board an Aircraft Carrier, the squadrons of F/A-18's, F-14's, EA6-B's, E-2C's, SH-60F's and HH-60H's, S-3B's, and C-2A's constitute the Carrier Air Wing, which is commanded by a Navy Captain. The aircraft squadrons on board USS Constellation are commanded by Commander, Carrier Air Wing Two (CVW-2), based at NAS Lemoore. The aircraft squadrons on board USS Nimitz are commanded by Commander,

Carrier Air Wing Eleven (CVW-11), based at NAS Lemoore. The aircraft squadrons on board USS Vinson and USS Stennis are commanded by Commander, Carrier Air Wing Nine (CVW-9), based at NAS Lemoore. The aircraft squadrons on board USS Lincoln are commanded by Commander, Carrier Air Wing Fourteen (CVW-14), based at NAS Lemoore. The aircraft squadrons on board USS Kitty Hawk are commanded by Commander, Carrier Air Wing Five (CVW-5), based at Naval Air Facility Atsugi, Japan.

When it deploys in a Carrier Battle Group, Carrier Air Wing Two on board the USS Constellation (CV-64), embarks three North Island-based units: Sea Control Squadron 38 (VS-38), Helicopter Antisubmarine Squadron 2 (HS-2), and Detachment 2 from Fleet Logistic Support Squadron 30 (VRC-30 DET 2).

When it deploys in a Carrier Battle Group, Carrier Air Wing Eleven on board the USS Nimitz (CVN-68), embarks three North Island-based units: Sea Control Squadron 29 (VS-29), Helicopter Antisubmarine Squadron 6 (HS-6), and Detachment 3 from Fleet Logistic Support Squadron 30 (VRC-30 DET 3).

When it deploys in a Carrier Battle Group, Carrier Air Wing Nine on board the USS Vinson (CVN-70), embarks three North Island-based units: Sea Control Squadron 33 (VS-33),

Helicopter Antisubmarine Squadron 8 (HS-8), and Detachment 4 from Fleet Logistic Support Squadron 30 (VRC-30 DET 4).

When it deploys in a Carrier Battle Group, Carrier Air Wing Fourteen on board the USS Abraham Lincoln (CVN-72), embarks three North Island-based units: Sea Control Squadron 35 (VS-35), Helicopter Antisubmarine Squadron 4 (HS-4), and Detachment 1 from Fleet Logistic Support Squadron 30 (VRC-30 DET 1).

When it operates in a Carrier Battle Group, Carrier Air Wing Five on board the USS Kitty Hawk (CV-63), embarks Sea Control Squadron 21 (VS-21), which is based at Naval Air Facility Atsugi, Japan; Helicopter Antisubmarine Squadron 14 (HS-14), which is also based at NAF Atsugi; and Detachment 5 from North Island's Fleet Logistic Support Squadron 30 (VRC-30 DET 5).

Naval Air Station North Island is also homeport for the Navy's two Deep Submergence Rescue Vehicles, the Mystic (DSRV-1) and the Avalon (DSRV-2), that are assigned to the Deep Submergence Unit (DSU) of Submarine Development Squadron Five, which is based at Naval Base Point Loma. The surface ships that support these DSRV's are also based at the Air Station, as are two other Deep Submergence Vehicles: the Turtle (DSU-3) and the Sea Cliff (DSU-4).

The mission of the DSU is to rescue personnel from submarines that are immobilized on the sea floor.

### **Activities and Facilities**

Naval Air Station North Island hosts a variety of tenants that support the aviation activities that are central to the base's mission. For example, the Pacific Fleet Imaging Command is responsible for still photography and video documentation. It provides the full range of imaging services for the Fleet and has detachments at other Navy and Marine Corps bases throughout the Pacific. The Naval Air Technical Data and Engineering Service Command (NATEC) is also on the base.

There is a Naval Computer and Telecommunications Station (NAVCOMTELSTA) on the base, and its nearly 1,000 personnel manage, maintain and operate the information technology infrastructure and Naval communications throughout the San Diego area. The Pacific Fleet Area Control and Surveillance Facility that manages the Navy's operating areas in the Eastern and Mid-Pacific Ocean is based at North Island. The Pacific Fleet also maintains a Meteorology and Oceanography Center (METOC) at North Island. Its 200 personnel provide meteorological and oceanographic support to the Navy's operating forces on the West Coast, in Alaska, and in the Eastern Pacific Ocean.



The Tactical Support Center (TSC) at NAS North Island is an operational unit that provides Carrier Battle Groups with tactical support for antisubmarine warfare, search and rescue, and drug interdiction operations. The TSC supports the Carrier-based S-3B Vikings and the Patrol Reconnaissance Force's Detachment of P-3C Orion maritime patrol aircraft based at North Island.

The Pacific Fleet Aviation Specialized Operational Training Group (FASOTRAGRUPAC) is based at North Island and has detachments at Navy and Marine Corps bases throughout the Pacific. It provides training in aviation maintenance administration, acoustic analysis, management information systems, antisubmarine warfare, electronic warfare, and Survival, Escape, Resistance and Evasion (SERE) as well as supplying audiovisual and graphic services to Pacific Fleet aviation units for use in training activities.

The Sea-Based Weapons and Advanced Tactics School, U.S. Pacific Fleet (SWATSCOLPAC), is also at North Island. It provides advanced tactical training to Sea Control Squadrons (VS), Helicopter Antisubmarine Squadrons (HS), and Helicopter Antisubmarine Light Squadrons (HSL) in surface warfare, undersea warfare, and electronic warfare. There is also a unit of the Fleet Training Center at North

Island that trains personnel how to handle, load, and maintain the Tomahawk Cruise Missile.

The Air Station also provides facilities that supply services to those serving at the base. These include the Branch Medical and Dental Clinics, a Commissary, housing for single service members (BEQ's and BOQ's), a Navy Lodge, and recreational resources.

Additionally, Naval Air Station North Island hosts three components of the New Orleans-based U.S. Naval Air Force Reserve. Naval Air Reserve San Diego; one helicopter squadron, HC-85, that is a component of Commander, Helicopter Wing Reserve (COMHELWINGRES); and one fixed wing logistics squadron, VR-57, are based at NAS North Island.

The largest tenant on the base is Naval Air Depot North Island (NADEP), a major maintenance and repair facility that engages in manufacturing, overhauls of aircraft, repairs of aircraft, calibration of equipment, and general engineering activities. NADEP North Island works on virtually all of the Pacific Fleet's fixed wing aircraft, including the F/A-18 Hornets, the E-2C Hawkeye's, the S-3B Vikings, and the C-2A Greyhounds. It also works on the turbine engines that supply the main propulsion for many of the Navy's surface vessels. In light of the extent

of its activities, Naval Air Depot North Island will be treated in a separate section of this assessment.

### **MILITARY VALUE**

Naval Air Station North Island has high military value. First, the base is strategically located on the southwest coast of the United States and is situated on a peninsula with the Pacific Ocean on one side and the protected deep waters of San Diego Bay on two other sides. As a result, the nuclear-powered Aircraft Carriers homeported there have a short transit to the open ocean and enjoy protection not only from the sea but also from enemies of the United States.

Second, North Island is the only Naval Air Station on the Pacific Coast that has the capacity to homeport three nuclear-powered Aircraft Carriers. As a result of the closure of Naval Air Station Alameda in the 1993 round of Defense Base Closures and Realignments, there are no other Naval bases in California that can accommodate nuclear-powered Aircraft Carriers. Consequently, the Department of the Navy has, in recent years, invested substantial resources at North Island to build new wharves and adjacent support facilities that can accommodate three nuclear-powered Carriers.

The Naval bases in the Puget Sound area of Washington cannot accommodate any additional Aircraft Carriers. Naval Station Everett is a small base with one Carrier, the USS Lincoln, and the six Destroyers and Frigates of Destroyer Squadron Nine. Puget Sound Naval Shipyard is a congested property that also hosts one Carrier, the USS Vinson, as well as ships undergoing overhaul and maintenance. Naval Station Bremerton has neither the facilities nor the pier space to accommodate a Carrier in addition to the four Pacific Fleet supply ships that are homeported there.

Third, the Air Station is located a short distance from Naval Station San Diego, the Pacific Fleet's largest concentration of surface vessels. The Aircraft Carriers homeported at NAS North Island train and deploy overseas with the Cruisers, Destroyers and Frigates that are homeported at the Naval Station across the Bay. With the exception of the supply ships, entire Aircraft Carrier Battle Groups are based in the same harbor. As a result, these units can conveniently and efficiently train together in the Navy's operating area in the Eastern Pacific Ocean and they can deploy together expeditiously when necessary.

Fourth, Naval Air Station North Island is the homeport for all of the Pacific Fleet's SH-60F, HH-60H, and SH-60B Seahawk helicopters, S-3B Viking jet aircraft, and C-2A

Greyhounds (COD's), and these aircraft train and deploy overseas with the Pacific Fleet warships that are based in San Diego. In particular, the SH-60F and the HH-60H helicopters operate from the Aircraft Carriers that are homeported at the Air Station. The SH-60B helicopters operate from the Cruisers, Destroyers and Frigates that are homeported at nearby Naval Station San Diego. And the C-2A aircraft operate from the North Island-based Aircraft Carriers.

Fifth, Naval Air Station North Island is situated on the edge of a huge training area on and above the Eastern Pacific Ocean that affords Pacific Fleet ships and aircraft unparalleled access to extraordinary training opportunities. This range in and over the Pacific Ocean west of San Diego is expansive and unfettered by commercial aviation or shipping. There are 149,000 square miles of airspace available for Naval aviation training in the Navy operating area designated as W-291, and Pacific Fleet aircraft squadrons based at NAS North Island, MCAS Miramar, NAS Lemoore, NAS Point Mugu, and NAS Whidbey Island have made it the Navy's busiest airspace.

The proximity of this training range to NAS North Island's airfield, the North Island-based Aircraft Carriers, and Naval Station San Diego's Cruisers,

Destroyers and Frigates enhances the quality of training available to these squadrons. When engaged in inter-deployment training and pre-deployment training with Aircraft Carriers, for example, the F/A-18 squadrons from NAS Lemoore, the F-14 squadrons from NAS Oceana, and the EA-6B squadrons from NAS Whidbey Island typically land and spend each night at NAS North Island.

Sixth, there are other ranges in the area as well. For example, there are two exercise areas in the Pacific Ocean off the west side of San Clemente Island (70 miles northwest of San Diego) that permit helicopters and surface vessels to engage in Mine Warfare training. There is also an instrumented undersea training range west of San Clemente Island that permits surface vessels, helicopters and submarines to engage in antisubmarine warfare training. The Southern California Antisubmarine Warfare (ASW) Range provides 670 square miles, divided among seven submarine operating areas, for ASW training. Additionally, there are two ranges west of San Clemente Island and one range on the southern end of the island that afford training for surface vessels and aircraft in the use of laser-guided weapons.

Seventh, Naval Air Station North Island trains Naval Aviators for squadron duty in substantial numbers. On average, the Air Station conducts 500 aviation operations

each day. Five North Island-based training squadrons provide 40 per cent of the Navy's training for pilots, flight officers, and aircrews who have completed basic aviation training and are joining HS, HSL, HC, VS, and VRC squadrons or who are returning to those squadrons after other tours of duty.

This training employs not only the airfield at North Island but also the flight decks on Aircraft Carriers; the Cruisers, Destroyers and Frigates based at Naval Station San Diego; the airspace over the Pacific Ocean west of San Diego; target ranges; and other airfields such as the Naval Outlying Landing Field at Imperial Beach and the Naval Auxiliary Landing Field on San Clemente Island. For example, the Navy helicopters based at NAS North Island regularly fly ten miles south to the Outlying Landing Field at Imperial Beach to practice landings and take-offs as well as other maneuvers. This convenient availability of airfields, ships, airspace, and ranges near Coronado makes NAS North Island a unique asset.

**NAVAL AIR STATION NORTH ISLAND'S RELATIONSHIP  
WITH OTHER MILITARY BASES IN THE REGION**

Naval Air Station North Island has important relationships with virtually all elements of the Pacific Fleet because it is the headquarters of the Commander of

the Pacific Fleet's Naval Air Force (COMNAVAIRPAC). This command is responsible for maintaining the Pacific Fleet's aircraft and Aircraft Carriers and training its aviators and aviation support personnel. For example, the Commander of the Strike Fighter Wing, U.S. Pacific Fleet, (COMSTRKFIGHTWINGPAC), based at Naval Air Station Lemoore, commands a Wing (composed of F/A-18 squadrons) that is a component of the Pacific Fleet's Naval Air Force.

The Aircraft Carriers and the Aircraft Squadrons that are based at Naval Air Station North Island train and deploy with the Cruisers, Destroyers and Frigates that are homeported at nearby Naval Station San Diego. When the Carriers assemble their Battle Groups for training and deployment, they draw nearly all of their warships from those based at the Naval Station.

When the Aircraft Carriers and their Battle Groups train and deploy with Amphibious Ready Groups, they are operating with Amphibious ships that are based at Naval Station San Diego. They are also operating with Marine Corps troops, aircraft, and equipment from Marine Corps Base Camp Pendleton and Marine Corps Air Station Miramar. Additionally, Marine Corps F/A-18 squadrons from MCAS Miramar regularly deploy overseas on North Island-based Aircraft Carriers.



The F/A-18 strike fighter aircraft on the North Island-based Aircraft Carriers are based at Naval Air Station Lemoore, as are the Commanders of the Carrier Air Wings (CVW's) on board those Carriers. The E-2C airborne early warning/command and control aircraft on the North Island-based Carriers are based at Naval Air Station Point Mugu. And the C-2A Carrier On Board Delivery aircraft and C-12 aircraft based at NAS North Island are components of a command based at NAS Point Mugu (COMAEWWINGPAC).

The Navy helicopters based at NAS North Island train regularly at the Naval Outlying Landing Field at Imperial Beach, ten miles south of the Air Station. These aircraft fly to Imperial Beach to practice landings, take-offs, and other maneuvers. They also train in antisubmarine warfare at the undersea training range off of San Clemente Island, 70 miles northwest of San Diego. The S-3B sea control jet aircraft similarly train in the Navy operating area over the Pacific Ocean west of San Diego.

### **CONCLUSION**

Naval Air Station North Island is an essential base that is strategically located a very short distance from the open waters of the Pacific Ocean. No other Naval base on the West Coast affords Aircraft Carriers this advantage.

Naval Air Station North Island provides a homeport for three of the Pacific Fleet's six Aircraft Carriers and is capable of accommodating three nuclear-powered Carriers and one conventionally powered Carrier. The Department of the Navy has invested substantial resources to ensure that this base has the infrastructure and facilities that are required to support nuclear-powered Aircraft Carriers; deep water channels and wharves capable of accommodating these huge warships; and adequate security to protect the Carriers from enemies of the United States.

There is no other Naval base on the West Coast that can accommodate the Aircraft Carriers that are homeported at North Island. No other base has either the facilities required to support three nuclear-powered Carriers or sufficient space to build such facilities.

The Naval Air Station is situated on the same harbor where the Cruisers, Destroyers and Frigates that accompany its Aircraft Carriers are based. Many of the helicopters (the SH-60B's) that are based at the Air Station operate from these Cruisers, Destroyers and Frigates. Other helicopters (the SH-60F's and the HH-60H's) and fixed wing aircraft (the S-3B's and the C-2A's) based at the Air Station operate from the Carriers based there. As a result, substantial components of the Carrier Battle Groups

can be assembled efficiently and expeditiously from the ships and aircraft that are based in San Diego Bay.

Naval Air Station North Island lies adjacent to a huge Navy operating area in the Pacific Ocean west of San Diego that supplies nearly 150,000 square miles of unimpeded airspace and ocean for aviation, surface, and sub-surface Naval training. This is one of the Nation's most valuable training ranges and it serves not only the aircraft squadrons based at North Island but also those based at other Naval and Marine Corps Air Stations on the West Coast that are training in Southern California.

Similarly, the airfield at NAS North Island serves not only the aircraft squadrons based at North Island but also the Navy squadrons based at other West Coast Air Stations while they are training in Southern California. For example, while the North Island-based SH-60F, HH-60H, SH-60B, CH-46D, MH-60S and UH-3H helicopters, S-3B sea control jet aircraft, C-2A and C-12 transport aircraft, and P-3C maritime patrol aircraft use its airfield daily for operational and training activities, the F/A-18's from NAS Lemoore, the F-14's from NAS Oceana, and the EA-6B's from NAS Whidbey Island also use it regularly when engaged in inter-deployment training and pre-deployment training on the Eastern Pacific range. Additionally, the Naval Air

Depot uses it regularly to receive aircraft arriving for maintenance and repair; to test these aircraft; and to return them to their squadrons.

Moving the Navy aircraft squadrons based at North Island to other Naval Air Stations would involve very high costs (assuming that other bases and communities could accommodate the aircraft, support facilities, their personnel and families). It could also adversely affect the Naval Air Depot's ability to receive, test, and return the Pacific Fleet aircraft on which it regularly conducts maintenance and performs repairs. Additionally, it would reduce the level of force protection that the entire base now enjoys and could expose the remainder of the base to an increased threat from enemies of the United States.

The new base closure statute expressly provides that when the Department of Defense evaluates the military value of an installation, it must consider "preservation of training areas suitable for maneuver by ground, naval or air forces to guarantee future availability of such areas to ensure the readiness of the Armed Forces; preservation of military installations in the United States as staging areas for the use of the Armed Forces in homeland defense missions; preservation of military installations throughout a diversity of climate and terrain areas in the United

States for training purposes; the impact on joint warfighting, training, and readiness; and contingency, mobilization, and future total force requirements at both existing and potential receiving locations to support operations and training."

On each of those elements, Naval Air Station North Island warrants a high grade for military value. It is clear beyond peradventure that North Island is a unique operational and training resource for naval and air forces by virtue of its location, facilities, infrastructure and the adjacent expansive training area in the Eastern Pacific Ocean.

The Air Station's airfield, physical plant and size make it suitable for use as a staging area for homeland defense missions.

The Air Station is located in a moderate climate with both marine and mountainous environments available for training activities.

Closing the base would have an adverse impact on the Navy's readiness, because the three Aircraft Carriers would lose modern support facilities and convenient access to the Pacific Ocean. In fact, there are no other suitable facilities to base these Carriers anywhere in the Pacific region.

Naval Air Station North Island and the San Diego area are capable of supporting the activities of the base's numerous and complex forces, and it is not apparent that other bases and communities have the capacity to support the kinds and levels of operations and training required by this quantity and mix of forces.

Naval Air Station North Island is one of America's most valuable national security assets. Therefore, it is unlikely that the Department of Defense would close Naval Air Station North Island or significantly reduce its operations in the 2005 round of Defense Base Closures and Realignments.

## NAVAL AIR DEPOT NORTH ISLAND

### BACKGROUND

Naval Air Depot North Island (NADEP) was formerly known as Naval Aviation Depot North Island and, before that, as the Naval Air Rework Facility. It is a component of the Naval Air Systems Command (NAVAIRSYSCOM or NAVAIR) and one of eight NAVAIR facilities that specialize in naval aviation technology.

Aircraft that are scheduled for repair or major modification at the Naval Air Depot fly into Naval Air Station North Island from Aircraft Carriers, from Naval and Marine Corps Air Stations in the United States, and from other air bases around the world. After an aircraft reaches the Depot facilities on the grounds of the Air Station, it is examined by a team of engineers, technicians and artisans who determine the nature and extent of the work required for each aircraft and then plan the precise actions to be taken with each aircraft.

Naval Air Depot North Island is capable of performing Standard Depot Level Maintenance (SDLM), i.e., major maintenance, on 200 aircraft per year. Depending upon the condition of the aircraft, this work runs the gamut from

routine maintenance and repairs to stripping the inside of the aircraft down to the last wire and hydraulic line.

NADEP North Island works on F/A-18 Hornets (Models C and D) and Super Hornets (Models E and F), E-2C Hawkeye's, C-2A Greyhounds, S-3B Vikings, SH-60 Seahawk helicopters, and AH-1W Cobra helicopters. In addition, the Depot is the sole service site for the LM2500 turbine engines that are the main propulsion engines on board guided missile Cruisers, guided missile Destroyers, and guided missile Frigates. The Depot also provides maintenance and repair services for avionics and support equipment.

The Depot has an extensive Component Program that is capable of repairing more than 35,000 components of Navy and Marine Corps tactical and support aircraft. In Fiscal Year 2001, for example, this program produced more than 62,000 parts for use at the Depot and in the Navy supply system worldwide.

Naval Air Depot North Island employs about 3,500 civilians who have an average experience level of 22 years. It is one of the largest employers in San Diego County and it is the largest aerospace employer. The Depot's payroll amounts to \$189 Million, and the Navy estimates that it has an annual economic impact on the region in the range of \$558 Million.



### **PHYSICAL CHARACTERISTICS**

Naval Air Depot North Island covers 358 acres at Naval Air Station North Island. It occupies 71 buildings that have a total of 2,386,939 square feet of space and six aircraft hangars that it uses to work on aircraft. The Depot's facilities have a value in the range of \$1.3 Billion.

By virtue of its location on San Diego Bay, the Naval Air Depot makes its services readily available to other Navy and Marine Corps bases in the region. Thus, it performs work for units based at Naval Air Station North Island, Naval Amphibious Base Coronado, Naval Station San Diego, Naval Submarine Base San Diego, Marine Corps Air Station Miramar, and Marine Corps Base Camp Pendleton.

### **COMMANDS, ACTIVITIES AND FACILITIES ON THE BASE**

Naval Air Depot North Island is commanded by a Navy Captain. The Depot performs Standard Depot Level Maintenance on F/A-18 Hornets, S-3B Vikings, E-2C Hawkeye's, and C-2 Greyhounds. It also maintains highly technical expertise and equipment in its laboratories that are applied to these and other aircraft and equipment in the Naval aviation community.

For example, the Naval Air Depot at North Island is the Navy's lead facility for overhaul, repair and

modification of the F/A-18 Hornet flown by the Navy and the Marine Corps. In Fiscal Year 2001, the Depot worked on 132 Hornets, including the Models E and F Super Hornets. Additionally, the Depot has developed a methodology for replacing the center sections of the F/A-18 aircraft in a manner that enhances and extends its service life and avoids the cost of replacing the aircraft.

The Depot also maintains an F/A-18 Fleet Support Team that provides in-service engineering and logistics support for the F/A-18 aircraft. This Team consists of specialists in the areas of logistics, avionics, structures, subsystems, support equipment, and maintenance readiness. It addresses such issues as design review, maintenance programs, configuration control, logistics and engineering support, NADEP production shop support, engineering investigations, technical directives, and changes in technical publications. Its customers include the Naval Air Systems Command Headquarters at Naval Air Station Patuxent River, Maryland (i.e., the Research and Engineering and Logistics Departments); the F/A-18 Program Office; Operational Fleet Commanders such as Type Commanders, Type Wings, Aircraft Intermediate Maintenance Departments on board ships and at Air Stations (AIMD's), and Squadrons; NADEP's Production Shops; and foreign

military forces in Australia, Canada, Finland, Kuwait, Malaysia, Spain, and Switzerland that also fly the F/A-18 Hornet.

Similarly, there is an S-3 Fleet Support Team Detachment (FST DET) at the Naval Air Depot that provides engineering and logistical support for the S-3B Vikings. The S-3 FST DET is part of the Naval Air Systems Command's S-3 Fleet Support Team and is composed of engineers, engineering technicians, and logisticians. They repair damage to the S-3B aircraft; work on components of the aircraft; oversee airframe changes and modifications to the aircraft's configuration; and maintain software used by the aircraft's Automatic Test Equipment. The Depot also maintains an E-2/C-2 Fleet Support Team that provides similar services in support of the Navy's E-2C Hawkeye's and C-2A Greyhounds.

Naval Air Depot North Island maintains a Field Service Team and a Voyage Repair Team that work offsite to maintain aircraft and shipboard aviation support systems by bringing Depot-level expertise and service to units at other Navy and Marine Corps bases and to units deployed overseas. These teams work with aviation units at NAS North Island, MCAS Miramar, MCAS Camp Pendleton, NAS Lemoore, MCAS Yuma, NAS Fallon, NAS Whidbey Island, and MCAS Kaneohe Bay and

with deployed units to provide maintenance and repair support for their aircraft.

There are several noteworthy specialized services that NADEP North Island provides. Its Manufacturing and Mobile Facilities Program provides special parts and makes mobile facilities that allow maintenance and repair work to be undertaken in field settings such as in Operations Desert Shield and Desert Storm, Operation Restore Hope, and Operation Enduring Freedom. This program won the Rochester Institute of Technology/USA Today Quality Cup Award for Excellence in Manufacturing in 1993.

The Navy Primary Standards Laboratory (NPSL), which sets the primary calibration standards for Navy equipment, provides calibration services worldwide at a level second only to the National Institute of Standards and Technology. For example, it offers metrology and calibration services for Electrical Measurements such as AC voltage, DC voltage, AC ratio, AC current, resistance, inductance, capacitance, and magnetics. In fact, this laboratory is the only calibration facility in the country that is approved by the National Institute of Standards and Technology for work in magnetics. It is one of the few laboratories with a Josephson Junction Array that maintains a Direct Current

voltage standard and it is the Navy's only Type I laboratory.

The Navy Primary Standards Laboratory also offers metrology and calibration services for: Electro-Optics Measurements, including blackbody radiation, photometry, spectrophotometry, UV power, infrared thermometers, laser energy, laser power, and fiber-optic power; Flow Measurements, including viscometry, liquid flow, gas flow, air velocity, and hydrometry; Gas Analysis, including ABO and gas mixture development; Microwave Measurements, including microwave noise, impedance, RF power, attenuation, power density, and time and frequency; and Physical/Dimensional Measurements, including mass, dimensional, surface flatness, surface finish, angle, end standards, thread and gear wires, master balls and cylinders, rotary indexing tables and polygons, optical wedges, cubes, prisms, force, acceleration, pressure, temperature and humidity.

The Naval Air Depot has a 25,000-square foot Materials Engineering Laboratory that provides materials and chemical engineering expertise in metals, plastics, elastomers, advanced composites, adhesives, paints, and lubricants. And this is the only Navy laboratory with expertise in aircraft tire engineering and laser tire testing.

The Naval Air Depot has more than 25 years experience in repairing and calibrating the inertial navigation systems used in aircraft. The strict requirements of these systems result in the Depot regularly engaging the services of the Primary Standards Laboratory.

The Naval Air Depot has won four silver awards (and three best-in-class designations) in the California Association of Performance Excellence's U.S. Senate Productivity Awards. In 1997, it received the Team Excellence In Management Award from the San Diego Business Journal. In 1998, the Secretary of Defense, the Secretary of the Navy and the Chief of Naval Operations presented the Depot with Environmental Quality Awards. The Naval Air Depot is also recognized internationally by virtue of its ISO 9000 and 14001 registrations under the International Organization of Standards.

#### **MILITARY VALUE**

Naval Air Depot North Island has substantial military value. It is the Navy's Center of Industrial and Technical Excellence on the West Coast. Its maintenance and repair expertise covers, for example, advanced composite repairs (i.e., to airfoils that are built with composite materials); evaluation of damage to aircraft from heat; and welding on aircraft. Its manufacturing facilities provide

the industrial capability to produce intricate metal and composite components that enables the Navy to supply parts in emergencies. Its laboratories provide the Navy and the Marine Corps with highly technical calibration and measurement services. And the engineering and logistical support that NADEP North Island provides to Navy and Marine Corps aircraft is also available to Pacific Fleet surface vessels and submarines.

In the 1993 round of Defense Base Closures and Realignments, the Department of Defense closed three Naval Aviation Depots: Naval Aviation Depot Alameda at Naval Air Station Alameda, California; Naval Aviation Depot Norfolk, Virginia; and Naval Aviation Depot Pensacola, Florida. As a result, there are only three remaining NADEP's: Naval Air Depot North Island; Naval Air Depot Jacksonville, Florida; and Naval Air Depot Cherry Point, North Carolina.

The Naval Air Depot at North Island is much larger than those at Jacksonville and Cherry Point. It handles a broader range of work and has more specialized functions than the other two Depots. It also handles work for the Department of the Army and the Department of the Air Force as well as for the military services of foreign countries.

Furthermore, NADEP North Island is now the Department of the Navy's only Air Depot on the Pacific Coast. This is

significant because, during the 1993 round of Defense Base Closures and Realignments, the Department of the Navy determined that there must be at least one aviation depot at a fleet concentration on each coast.

Naval Air Depot North Island is located in an extraordinary fleet concentration that includes Naval Air Station North Island, Marine Corps Air Station Miramar, Naval Station San Diego, Naval Amphibious Base Coronado, and Naval Submarine Base San Diego; and it is relatively close to Naval Air Station Point Mugu and Naval Air Station Lemoore. As a consequence, this very experienced and sophisticated maintenance, repair, overhaul, calibration, manufacturing and logistical resource is conveniently situated in close proximity to those who require its services, i.e., its Navy and Marine Corps customers.

The F/A-18 Hornets and Super Hornets based at NAS Lemoore and MCAS Miramar, the E-2C Hawkeye's based at NAS Point Mugu, and the S-3B Vikings and C-2A Greyhounds based at NAS North Island all benefit from the convenient availability of technical expertise, service and parts from NADEP North Island. For example, in Fiscal Year 2001, the Naval Air Depot worked on and returned to service 132 F/A-18 Hornets, five E-2C Hawkeye's, 36 S-3B Vikings, and four C-2A Greyhounds. Moreover, there is no other Depot-



level (i.e., SDLM) maintenance facility on the West Coast for these Navy and Marine Corps aircraft.

The SH-60 Navy helicopters based at NAS North Island and the AH-1W Marine Corps helicopters based at MCAS Camp Pendleton similarly benefit from the Depot's expertise and technical resources. For example, in Fiscal Year 2001, the Naval Air Depot worked on and returned to service 15 SH-60 Seahawks and 10 AH-1W Cobra's.

Additionally, Naval Station San Diego-based Cruisers, Destroyers and Frigates gain the substantial benefit of convenient access to NADEP North Island's technical expertise concerning their main propulsion engines, i.e., the LM2500 turbine engines. As an example, in Fiscal Year 2001, the Depot worked on and returned to service 17 LM2500 turbine engines.

#### **NADEP NORTH ISLAND'S RELATIONSHIP WITH OTHER MILITARY BASES IN THE REGION**

Naval Air Depot North Island has extensive relationships with other military bases in California that arise out of the work it performs on Pacific Fleet aircraft and ships.

The Naval Air Depot performs Standard Depot Level Maintenance on four types of aircraft that are homeported at bases in California. It performs Depot-level

maintenance on the F/A-18 Hornets that are based at Naval Air Station Lemoore and Marine Corps Air Station Miramar. It performs Depot-level maintenance on the E-2C Hawkeye's that are based at Naval Air Station Point Mugu. And it performs Depot-level maintenance on the S-3B Vikings and the C-2A Greyhounds that are based at Naval Air Station North Island. The Naval Air Depot also performs routine maintenance and repair work on these aircraft when required.

Naval Air Depot North Island also performs significant maintenance and repair work on the SH-60 Seahawk helicopters based at Naval Air Station North Island and on the AH-1W Cobra helicopters based at Marine Corps Air Station Camp Pendleton.

The Depot maintains a Field Service Team that works offsite at Navy and Marine Corps Air Stations throughout California and in Arizona and Nevada. In particular, this team works with aviation units at NAS North Island, MCAS Miramar, MCAS Camp Pendleton, NAS Lemoore, MCAS Yuma, and NAS Fallon.

NADEP North Island also services the LM2500 turbine engines that supply the main propulsion for guided missile Cruisers, Destroyers and Frigates. Thus, the Depot maintains and repairs the main engines on board many of the

Cruisers, Destroyers and Frigates homeported at Naval Station San Diego, the Pacific Fleet's largest concentration of such ships. The Naval Air Depot also makes its manufacturing, maintenance, repair, calibration, and logistical expertise and resources available to units at the Naval Amphibious Base in Coronado and at the Naval Submarine Base on Point Loma.

### **CONCLUSION**

Naval Air Depot North Island is a unique installation that serves Navy and Marine Corps aircraft, Navy surface vessels, the Army and the Air Force, and foreign military services.

It overhauls, maintains, repairs, and modifies Navy and Marine Corps tactical and logistical aircraft, and it hosts one of the Nation's most important laboratories, the Navy Primary Standard Laboratory, which has extraordinary capabilities in the fields of calibration and measurement. The Depot manufactures metal and composite parts, and it hosts the Materials Engineering Laboratory, which has expertise in materials technologies ranging from metals to plastics to advanced composites to elastomers to adhesives, paint and lubricants.

Naval Air Depot North Island performs Standard Depot Level Maintenance on 200 aircraft each year, including the

Navy's premier fighter and attack aircraft, the F/A-18 Hornet; the Fleet's eyes and ears, the E-2C Hawkeye; the antisubmarine and tanker aircraft that also protects the sea and air around Aircraft Carriers, the S-3B Viking; and the Fleet's primary logistical aircraft, the C-2A Greyhound. The Depot's engineering and logistical expertise also supports Naval surface and submarine forces, providing, for example, extremely valuable service to the guided missile Cruisers, Destroyers and Frigates that are powered by LM2500 turbine engines.

The Depot's substantial manufacturing facilities and capabilities are important assets to the Navy. Not only do they support the Pacific Fleet's requirements, but they also ensure that the Navy has the capability of producing integral components in an emergency.

Naval Air Depot North Island is the Department of the Navy's only major aircraft overhaul, maintenance and repair facility on the Pacific Coast. Its workforce has substantial experience and expertise in the particular problems that Navy and Marine Corps aircraft present, and its employees have adhered to high standards of efficiency and productivity. Moreover, the Naval Air Depot is located in the middle of its substantial market, i.e., the Navy and Marine Corps aircraft squadrons based in California and

Nevada, and they depend upon the convenient availability of the Depot's expertise and resources.

There are, however, two circumstances that could affect the Naval Air Depot adversely. The first is the possibility that the Department of Defense will seek to privatize some or all of the Depot's activities. The second is the possibility that the Department of Defense will use the 2005 round of Defense Base Closures and Realignments to consolidate some or all of the Depot's activities at one or more other Defense facilities that perform similar work.

There is a developing Governmental policy that seeks to decrease the number of functions currently being performed by Federal Government employees by privatizing these functions and outsourcing them. Advocates of such policies could perceive opportunities to privatize some functions in an industrial operation as extensive as the Naval Air Depot at North Island.

Additionally, in his Memorandum of November 15, 2002, the Secretary of Defense stated that: "A primary objective of BRAC 2005, in addition to realigning our base structure to meet our post-Cold War force structure, is to examine and implement opportunities for greater joint activity." Thus, in the BRAC 2005 process, DoD will "analyze the

common business-oriented support functions" that the Military Departments share. This will likely involve an examination of the way the various Military Departments perform maintenance on aircraft of similar types and could result in the consolidation or privatization of some or all overhaul, maintenance and repair functions. For example, during the BRAC 2005 deliberations, some could advocate that overhaul, maintenance and repair of all Army, Navy, Marine Corps, and Air Force helicopters should be consolidated at one or two facilities and/or that some or all of that work should be performed by the private sector. Either outcome could result in a decrease in the Depot's workload.

Naval Air Depot North Island is an extremely valuable asset for the Nation. In many respects, its capabilities are unique. And the Depot is located close to its major air and surface customers. However, based upon the Secretary of Defense's November 15 policy guidance concerning the 2005 round of Defense Base Closures and Realignment, it is clear that the Department of Defense intends to seek ways to reduce the Military Departments' now-separate support functions (such as depots and laboratories) by consolidating activities that are performing similar functions. For example, the Memorandum

mandates that the Department recommend specific functions that should receive joint analysis and develop common metrics for those analyses by mid-April 2003. When adopted, these recommendations will provide the foundation for reducing the now-separate support functions of each Military Department that are duplicative of each other or that overlap. Thus, to the extent that the activities at NADEP North Island are duplicative of those at other depots or overlap with those of other depots, they could be subject to consolidation with those activities.

Conversely, the similar functions now being performed at the facilities of other Military Departments are subject to consolidation with those of NADEP North Island. It is also possible that the Department of Defense could seek to privatize certain functions that the Depot now performs by outsourcing them.

## NAVAL OUTLYING LANDING FIELD IMPERIAL BEACH

### BACKGROUND

Naval Outlying Landing Field Imperial Beach (NOLF) is located in Imperial Beach, California, about ten miles south of Naval Air Station North Island and close to the border between the United States and Mexico. Naval Air Station North Island operates this facility, which is also known as Ream Field, as a training airfield for the Pacific Fleet helicopter squadrons based at North Island.

Outlying Landing Fields provide airfields for Navy aircraft based elsewhere to fly to and practice landings, takeoffs, and other operational maneuvers. Naval Air Stations generally maintain Outlying Landing Fields in reasonably close proximity so that aviators based at the main Air Station can train conveniently and efficiently without interfering with other ongoing aviation activities at the Air Station. Thus, the Outlying Landing Field at Imperial Beach provides a venue within which the Navy helicopter squadrons based at North Island can train intensely without interfering with the fixed wing and other helicopter air operations that are part of NAS North Island's daily activities.

The Navy helicopter squadrons based at North Island, i.e., the HS, HSL and HC squadrons, use the Outlying



Landing Field at Imperial Beach daily. In recent years, for example, there have been more than 200,000 takeoffs and landings at Imperial Beach each year. About 900 personnel work on the base, and about 850 of them are civilians.

#### **PHYSICAL CHARACTERISTICS**

Naval Outlying Landing Field Imperial Beach is located in Imperial Beach, California, about ten miles south of Naval Air Station North Island in Coronado, less than one mile inland from the Pacific Ocean. The base covers 1,374 acres and is situated close to the border between the United States and Mexico.

The Field has one runway that is 5,000 feet long, and it has several helicopter landing pads. The Tijuana Slough National Wildlife Preserve and the Tijuana River National Estuarine Sanctuary are located south of the base.

There is a Control Tower and Communications Center in one facility that also serves as the Headquarters Building. There is one aircraft hangar on the base. Although there is no housing on the base, many active and retired service members live in the City of Imperial Beach and use the services that the base's facilities provide.

#### **COMMANDS, ACTIVITIES AND FACILITIES ON THE BASE**

The Navy Captain who commands Naval Air Station North Island also commands the Naval Outlying Landing Field at

Imperial Beach, and the Field is a component of NAS North Island. There is a Commissary (operated by the Defense Commissary Agency) on the base as well as retail stores and an automotive service station.

Naval Coastal Warfare Group One, which is a component of Navy Amphibious Group Three, maintains a presence on the base in Building 184. Its mission includes conducting surface and subsurface surveillance in amphibious operating areas as well as in coastal waters such as straits, harbors, and anchorages and controlling the movements of vessels in harbors. This Group conducts harbor defense drills at NOLF Imperial Beach.

#### **MILITARY VALUE**

Naval Outlying Landing Field Imperial Beach has high military value that is derived from the Field's relationship with the helicopter squadrons based at Naval Air Station North Island. Additionally, it is the only such field for Navy helicopter training in California.

The five HS antisubmarine helicopter squadrons based at Naval Air Station North Island contain 34 SH-60F helicopters and 8 HH-60H helicopters. The five HSL antisubmarine LAMPS squadrons based at North Island contain 73 SH-60B helicopters. The two HC logistical combat support helicopter squadrons based at North Island contain

22 CH-46D helicopters and 12 MH-60S helicopters. The Reserve HC squadron based at North Island contains eight UH-3H helicopters, and the Reserve HCS squadron based at North Island contains eight HH-60H helicopters. In total, there are about 165 helicopters based at NAS North Island.

The aviators who fly and crew these rotary wing aircraft train by taking off from NAS North Island; flying to NOLF Imperial Beach; landing there; and practicing operational maneuvers. In recent years, this activity has resulted in more than 200,000 takeoffs and landings at NOLF Imperial Beach each year.

#### **NOLF IMPERIAL BEACH'S RELATIONSHIP WITH OTHER MILITARY BASES IN THE REGION**

Naval Outlying Landing Field Imperial Beach is the primary training airfield for the Pacific Fleet helicopter squadrons based at Naval Air Station North Island. The Navy helicopters at North Island use the Imperial Beach airfield on a daily basis to practice landings, takeoffs and operational maneuvers. Imperial Beach is the only such training field for Navy helicopters in California.

#### **CONCLUSION**

The Naval Outlying Landing Field at Imperial Beach has high military value as a result of its proximity to Naval Air Station North Island. The base is close to the Pacific

Ocean as well and allows the Navy helicopter squadrons to conduct realistic training scenarios between North Island and Imperial Beach. Its runway and several helicopter landing pads provide convenient and efficient training opportunities for the Navy helicopter pilots and aircrews based at NAS North Island.

In previous rounds of base closures, the Department of Defense closed an Outlying Landing Field when it also closed the Air Station with which the Field was associated. As discussed above, it is unlikely that the Department of Defense would close Naval Air Station North Island or significantly reduce its operations. Therefore, there will continue to be a requirement for a place to train the Navy helicopter squadrons based at North Island. The Naval Outlying Landing Field at Imperial Beach has satisfied that requirement for years. Consequently, it is unlikely that the Department of Defense would close Naval Outlying Landing Field Imperial Beach or significantly reduce its operations in the 2005 round of Defense Base Closures and Realignments.

## NAVAL AMPHIBIOUS BASE CORONADO

### BACKGROUND

Naval Amphibious Base Coronado (NAB) is located in Coronado, California, just south of the City of Coronado. The base occupies 974 acres that are situated on either side of a segment of California State Highway 75 that is known as the Silver Strand. The western side of the base is located on the Pacific Ocean and is known as the "oceanside" part of NAB Coronado. The eastern side of the base is located on San Diego Bay and is known as the "bayside" part of the base. This narrow strip of land between the Pacific Ocean and San Diego Bay provides an ideal environment in which the Navy can train Sailors and Marines in the principles and practice of expeditionary and special warfare, and nearly 20,000 train here each year.

The Naval Amphibious Base is the Navy's operational and training center on the West Coast for amphibious assault and special warfare operations. Amphibious warfare is also known as expeditionary warfare, and special (or unconventional) warfare is the focus of the Navy SEALs (Sea, Air, Land), maritime special forces whose headquarters are also at the base. Both Navy and Marine Corps personnel as well as members of foreign military services train at the base. In addition, commands at the

base are actively engaged in developing and testing new amphibious vehicles and special warfare equipment.

#### **PHYSICAL CHARACTERISTICS**

Naval Amphibious Base Coronado covers 974 acres that stretch along either side of about two and one half miles of California State Highway 75, just south of the City of Coronado. The Pacific Ocean is on the western side of the base, and San Diego Bay is on the eastern side of the base. The main part of the base is situated on the eastern side of Highway 75, on property that extends from the Silver Strand eastward into San Diego Bay.

The western side of the base features a long sandy beach where Sailors and Marines practice amphibious landings and where the SEALs conduct physical training, drills, and special warfare exercises. The eastern side of the base provides space for administrative and logistical offices and classrooms as well as piers and support facilities for the landing craft and small craft used in expeditionary warfare and for the Coastal Patrol ships.

The amphibious assault training that is undertaken at NAB Coronado employs the western side's beaches that stretch for about two miles along the Pacific Ocean. Two beaches situated south of the intersection of Highway 75 and the main part of the base, designated as Red Beach and

Green Beach, are used to practice landings of troops and equipment in various landing craft.

In recent years, there have been about 1,500 amphibious and special warfare training evolutions annually at NAB Coronado's beaches. These evolutions include Landing Craft navigation and surf handling; Special Boat Unit training; Strategic Sealift training; Shallow Water Mine Warfare; Mine Exploitation and Intelligence Collection; SEAL Team training; Basic Marine Reconnaissance School; Combat Instruction and Extraction; Clandestine Shore Assaults; Explosive Ordnance Disposal; Ship Surveillance Operations; and Physical Conditioning. The beaches at NAB Coronado are the Navy's most actively used beach training areas.

The Naval Amphibious Base has 40 officer housing units and 11 single service member BOQ's and BEQ's that can accommodate more than 1,000 service members. These quarters are used by students attending courses at NAB; crews of ships undergoing maintenance and repair; members of the National Guard who have been activated; and Marine Corps units deployed to NAB Coronado for training. Currently, there are twelve military construction projects in various stages of planning and progress at NAB Coronado to support future operational requirements.

### COMMANDS, ACTIVITIES AND FACILITIES ON THE BASE

Naval Amphibious Base Coronado is commanded by the Navy Captain who commands Naval Base Coronado. There are two Flag Officers whose headquarters are on the base: the Vice Admiral who is Commander, Surface Force, U.S. Pacific Fleet (COMNAVSURFPAC), and the Rear Admiral who is Commander, Naval Special Warfare Command (COMNAVSPECWARCOM).

The Naval Amphibious Base is host to about 30 tenants, including the Navy's only basic training program for SEALs, the Basic Underwater Demolition/SEAL or "BUD/S" program. There are about 5,000 military personnel and 500 civilians who work in 210 buildings on the base, and the California Technology, Trade and Commerce Agency estimates that the base has an annual economic impact on the region in the range of \$80 Million.

The amphibious training at NAB Coronado is conducted by the Expeditionary Warfare Training Group, Pacific (EWTGPAC), which occupies buildings on the eastern or bayside part of the base. This Group resulted from the merger in 1994 of Naval Amphibious School, Coronado, and the Landing Force Training Command, Pacific. Commanded by a Navy Captain, the Expeditionary Warfare Training Group is dedicated to developing amphibious and expeditionary



warfare courses and teaching principles, tactics and techniques. The staff of EWTGPAC is composed of military personnel from all branches of the Armed Forces, and their expertise ranges across the spectrum of activities that comprise expeditionary warfare.

With a focus on amphibious operations, the Expeditionary Warfare Training Group offers more than 70 courses to students from all branches of the military services and civilians in the doctrine, tactics and techniques of Naval expeditionary warfare. Thus, for example, there are Navy courses on the Air-Cushioned Landing Craft (LCAC's), Strategic Sealift, and Engineering; and there are Marine Corps courses on Tactical Operations, Raids, Reconnaissance, and Water Survival. It trains about 19,000 students each year.

The Naval Amphibious Base is also homeport for three operational components of Amphibious Group Three, which is based at Naval Station San Diego. These are Naval Beach Group One, Tactical Air Control Group One, and Naval Coastal Warfare Group One, and their headquarters are situated on the eastern or bayside part of NAB Coronado.

Naval Beach Group One is commanded by a Navy Captain and is composed of Assault Craft Unit One, Assault Craft Unit Five, Beach Master Unit One, and Amphibious

Construction Battalion One. Tactical Air Control Group One is commanded by a Navy Captain and is composed of Tactical Air Control Squadron 11 and Tactical Air Control Squadron 12. Naval Coastal Warfare Group One is commanded by a Navy Captain and is composed of 11 Mobile Inshore Undersea Warfare Units (MIUWU's), seven Inshore Boat Units (IBU's), and four Harbor Defense Commands (HDC's).

Naval Beach Group One, a subordinate command of Commander, Amphibious Group Three, is based at the Naval Amphibious Base, as are two of its three constituent units. Assault Craft Unit One and Amphibious Construction Battalion One are based at NAB Coronado. Assault Craft Unit Five is based at MCB Camp Pendleton.

Naval Beach Group One has three missions. First, during amphibious assaults, it facilitates the landing and movement of troops, equipment and supplies. It accomplishes these functions by operating the landing craft that transport troops and equipment from amphibious ships offshore to the landing beaches and by managing the beaching, retraction and salvaging of landing craft and landing force vehicles. It also deploys causeways and buoyant ship to shore fuel systems and controls traffic on the landing beach. Second, it performs similar tasks for the Military Sealift Command's Maritime Prepositioning

Force. This Force maintains military supply ships at strategic locations around the world such as the islands of Guam in the Western Pacific Ocean and Diego Garcia in the Indian Ocean. In this capacity, Naval Beach Group One forms a Naval Support Element with the Maritime Prepositioning Ship (MPS) where it is deployed and performs the ship to shore movement of equipment from each such ship to the beach or a pier. Third, Naval Beach Group One conducts Amphibious Specialty Training (PHIBSPECTRA) for amphibious ships in the Pacific Fleet. For example, it conducts in-depth training in well-deck operations for Amphibious Ready Groups preparing to deploy to the Western Pacific Ocean and the Indian Ocean.

Assault Craft Unit One (ACU One), a component of Naval Beach Group One based at NAB Coronado, is responsible for moving Marine Corps troops and equipment from ships at sea to the landing beach and then providing logistical support for the troops once they have landed. This unit is composed of ten officers and 300 enlisted personnel at NAB Coronado and 50 enlisted personnel at Sasebo, Japan. It operates 18 Landing Craft, Utility vessels (LCU's), eleven of which are at NAB Coronado, and 14 Landing Craft, Mechanized vessels (LCM's), all of which are at NAB Coronado. The LCU's and the LCM's embark on amphibious

ships for transit to and from the objective of the amphibious operation. The Maritime Prepositioning Ships also carry LCM's to transport their cargo (typically Marine Corps equipment) from the MPS to the landing beach or pier at the objective, and ACU One also operates these mechanized landing craft.

Assault Craft Unit Five (ACU Five), which is based at Marine Corps Base Camp Pendleton, is responsible for the high-speed transfer of troops, equipment and supplies from amphibious ships at sea to the landing beaches. To accomplish this mission, ACU Five operates the Air-Cushioned Landing Craft (LCAC). There are about 600 personnel assigned to this unit, and it occupies a 48-acre compound at Camp Pendleton, where it maintains 36 LCAC's.

Naval Beach Group One has two other components: Beachmaster Unit One (BMU-1) and Amphibious Construction Battalion One (ACB-1). Naval Beach Group One typically assigns these elements to the Marine Corps Landing Force Support Party, which employs them in tactical operations on the landing beach.

Based at NAB Coronado, Beachmaster Unit One supports and facilitates the movement of troops, equipment and supplies over the landing beaches and evacuates casualties and prisoners of war from the beaches. It maintains

communications and liaison with other Naval units and controls all landing craft and amphibious vehicles in the vicinity of the beach from the surf line to the high water mark on the beach. It also installs causeway beaching range markers and range lights and assists in defense of the landing beaches.

Amphibious Construction Battalion One (ACB-1), also based at NAB Coronado, supports Marine Expeditionary Forces by facilitating the movement of combat equipment, ammunition and supplies from Amphibious ships and Maritime Prepositioning Ships offshore to the landing beaches. In particular, it installs and operates ship to shore bulk fuel and water systems and elevated causeways that link ships offshore to the landing beach. It also provides camp support for Marine troops on the beach, i.e., berthing tents, galley services, showers, heads, water purification, and defensive force protection, e.g., barrier construction.

About 1,250 personnel comprise the Battalion, which has a Headquarters Company with 105 personnel and three operational companies: Alfa with 112 personnel, Bravo with 168 personnel, and Charlie with 73 personnel assigned. Additionally, the Battalion has 17 Detachments located throughout the United States, including three in California at San Bruno, Encino, and Moreno Valley.

Tactical Air Control Group One (TACGRU ONE), a subordinate command of Commander, Amphibious Group Three, is also based at the Naval Amphibious Base in Coronado. Its mission is to provide air traffic control services for the helicopters and fixed wing aircraft (the AV-8B Harrier jet) on amphibious assault ships such as LHA's and LHD's. This Group has two constituent elements: Tactical Air Control Squadron 11 and Tactical Air Control Squadron 12.

Naval Coastal Warfare Group One, a subordinate command of Commander, Amphibious Group Three, is also based at the Naval Amphibious Base. It is responsible for the administration, training and operations of three specialized forces: Mobile Inshore Undersea Warfare Units, Inshore Boat Units, and Harbor Defense Commands. This Group protects U.S. forces that are in coastal waters and harbors.

There are 11 Mobile Inshore Undersea Warfare Units (MIUWU) located around the country that are components of Naval Coastal Warfare Group One. Two of these units are based in Washington: MIUWU 101 in Seattle and MIUWU 102 in Spokane. Four of these units are based in California: MIUWU 103 in San Francisco, MIUWU 104 in San Jose, MIUWU 105 in Long Beach, and MIUWU 106 at NAB Coronado. Two of these units are based in Texas: MIUWU 108 in Corpus Christi

and MIUWU 109 in Dallas. One unit is based in Oregon: MIUWU 110 in Portland. And two units are based in Missouri: MIUWU 112 in St. Louis and MIUWU 114 at Whiteman Air Force Base.

There are seven Inshore Boat Units (IBU) located around the country that are components of Naval Coastal Warfare Group One. Two of these units are based in Washington: IBU 11 in Everett and IBU 12 in Tacoma. One unit is based in Oregon: IBU-13 in Portland. One unit is based in Missouri: IBU-14 in St. Louis. One unit is based in Texas: IBU-15 in Corpus Christi. And two units are based in California: IBU-16 in Long Beach and IBU-17 at NAB Coronado.

There are four Harbor Defense Commands (HDC) located along the Pacific Coast that are components of Naval Coastal Warfare Group One. Three of the commands are based in California: HDC 110 at NAB Coronado, HDC 111 in Alameda, and HDC 114 in Long Beach. One command is based in Washington: HDC 113 in Seattle.

The headquarters of Commander, Surface Force, U.S. Pacific Fleet (COMNAVSURFPAC), is also located on the eastern or bayside part of the Naval Amphibious Base. As described above, this command resulted from the 1975 merger of the Pacific Fleet's Cruiser-Destroyer Force, Amphibious

Force, and Service Force. There are about 300 people on the staff of SURFPAC, composed of about 180 military personnel and 120 civilians. They oversee and manage about 80 SURFPAC ships, 37,000 active duty military personnel, 4,800 Reservists, and 3,800 civilian employees of the Department of Defense.

There are 35 subordinate staffs that report to COMNAVSURFPAC and about 80 ships that are under SURFPAC's command. These ships are homeported at Naval Station San Diego, Naval Amphibious Base Coronado, Naval Station Bremerton, Naval Station Everett, Naval Station Pearl Harbor, and Naval Activities Yokosuka and Naval Activities Sasebo in Japan.

The headquarters of Commander, Explosive Ordnance Disposal Group One (COMEODGRUONE), is also located on the eastern or bayside part of the Amphibious Base. Group One is commanded by a Navy Captain who reports administratively to Commander, Surface Force, U.S. Pacific Fleet, and operationally to Commander, Third Fleet, at Naval Base Point Loma. Group One has an East Coast counterpart in Commander, Explosive Ordnance Group Two, at Naval Amphibious Base Little Creek, Virginia.

Group One is composed of five EOD Mobile Units: EOD Mobile Unit Three, EOD Mobile Unit Five, EOD Mobile Unit



Seven, EOD Mobile Unit Eleven, and EOD Mobile Unit Seventeen. In addition, EOD Group One has an EOD Training and Evaluation Unit, designated as EOD Training and Evaluation Unit One; a Mobile Diving and Salvage Unit, designated as Mobile Diving and Salvage Unit One; and a Very Shallow Water Mine Countermeasures Detachment.

Commander, EOD Group One is the operational and administrative commander of EOD Mobile Units Three, Seven, Eleven, and Seventeen and Training and Evaluation Unit One. Group One is the administrative commander of EOD Mobile Unit Five, Mobile Diving and Salvage Unit One, and the Very Shallow Water Mine Countermeasures Detachment.

The mission of EOD Group One is to provide the Pacific Fleet with the capability to detect, identify, render safe, recover, evaluate and dispose of explosive ordnance that has been dropped, launched, projected or placed in such a manner that it constitutes a hazard to operations, installations, personnel or materiel. In addition to conventional ordnance currently in use, this ordnance may include terrorist devices, nuclear weapons, and Civil War era ordnance (e.g., cannon balls).

Group One integrates its EOD capabilities into Aircraft Carrier Battle Groups and Amphibious Ready Groups. It also conducts Mine Countermeasure operations; operates

the Pacific Fleet's Marine Mammal program, which is engaged in mine countermeasure operations, underwater object location operations, and port security operations; and supports the United States Secret Service.

The senior officer on the western or oceanside part of NAB Coronado is Commander, Naval Special Warfare Command (COMNAVSPECWARCOM), a Rear Admiral who is responsible for Naval special warfare operations and training, including the training of Navy SEALs. This command's headquarters are located in the Naval Special Warfare Center.

The Naval Special Warfare Command is the Navy component of the United States Special Operations Command, a joint command based at Mac Dill Air Force Base in Tampa, Florida. The mission of the Naval Special Warfare Command is to develop Special Warfare doctrine, strategy and tactics and to train the Navy's Special Warfare forces. These forces engage in unconventional warfare, e.g., anti-terrorist actions, and the training conducted at NAB Coronado prepares them for this kind of conflict.

The Naval Special Warfare Center at NAB Coronado provides the only basic training program for Navy SEALs, i.e., the Basic Underwater Demolition/SEAL or "BUD/S" training that every SEAL candidate must complete. This training consists of a six-month basic training course,

three weeks of parachute training, and a 15-week advanced training period. The training facilities on the western side of the base include a Jump Tower for practicing parachute jumps and a Dive Tower for underwater evolutions.

In addition to the basic training for SEALs, there are four SEAL Teams based at NAB Coronado. Both the candidates attending "BUD/S" training and the SEAL Teams use the beach along the Pacific Ocean for training exercises. About 1,200 Naval Special Warfare candidates and SEALs train here each year.

The Commander, Naval Special Warfare Command, also exercises operational control over all of the Navy's active duty and Reserve Special Warfare personnel. The major operational components of the Naval Special Warfare Command are Naval Special Warfare Group One and Special Boat Squadron One at Naval Amphibious Base Coronado and Naval Special Warfare Group Two and Special Boat Squadron Two at Naval Amphibious Base Little Creek, Virginia, south of Norfolk. These components deploy SEAL Teams, SEAL Delivery Vehicle Teams, and Special Boat Units around the world to meet the requirements of regional commanders such as the Commanders of the Pacific Command and the Central Command.

Naval Special Warfare Group One, based at NAB Coronado, is commanded by a Navy Captain. Its constituent

elements are: SEAL Team One, SEAL Team Three, SEAL Team Five, and SEAL Team Seven; Group One Logistics and Support Unit and Group One Combat Service and Support Team; Group One Training Detachment; and Naval Special Warfare Units One and Three, which are based overseas. Group One deploys its forces in support of Pacific Command and Central Command operations.

Naval Special Warfare Group Three is also based at NAB Coronado and commanded by a Navy Captain. It is the immediate superior in command of Special Boat Unit 12, Seal Delivery Vehicle Team One and Seal Delivery Vehicle Team One Advanced Seal Delivery System. Group Three trains, equips, and deploys these forces to support maritime special warfare operations around the world.

Group Three trains Special Warfare Combat Crewmen in seamanship, engineering, communications, warfare, weapons and special operations. Its craft include the Mark V Special Operations Craft, Rigid Hull Inflatable Boats, and Seal Delivery Vehicles. Group Three also functions as the Type Commander for undersea mobility craft, i.e., the Seal Delivery Vehicles.

Special Boat Squadron One is also based at NAB Coronado and commanded by a Navy Captain. Its constituent elements are Special Boat Unit 12 and four Cyclone class

Coastal Patrol (PC) ships homeported at NAB Coronado: USS Hurricane (PC-3), USS Monsoon (PC-4), USS Squall (PC-7), and USS Zephyr (PC-8). Special Boat Squadron One deploys detachments from Special Boat Unit 12 and Coastal Patrol ships in support of Pacific Command and Central Command operations.

#### **MILITARY VALUE**

The new base closure statute provides that, when considering the military value of an installation, the Department of Defense must take into account "Preservation of training areas suitable for maneuver by ground, naval, or air forces to guarantee future availability of such areas to ensure the readiness of the Armed Forces" and "Preservation of military installations throughout a diversity of climate and terrain areas in the United States for training purposes."

Applying those considerations, Naval Amphibious Base Coronado has high military value. Its location and natural features make it ideal for training Navy and Marine Corps personnel in the doctrine of amphibious and expeditionary warfare and then practicing its principles and techniques on beaches similar to the landing beaches that expeditionary forces would face overseas. For the same

reasons, NAB Coronado is an ideal place to train Navy SEALs in special warfare doctrine and tactics.

There is no other base in California or on the West Coast where this combination of beaches and climate allows intense year-round amphibious assault and special warfare training. Indeed, Naval Amphibious Base Coronado is one of only two Navy bases that offer basic training in amphibious and expeditionary warfare. The only other Navy base that provides amphibious training and practice is located on the East Coast at NAB Little Creek, Virginia.

#### **NAB CORONADO'S RELATIONSHIP WITH OTHER MILITARY BASES IN THE REGION**

Naval Amphibious Base Coronado has significant relationships with Naval Station San Diego and Marine Corps Base Camp Pendleton arising out of the training that is conducted at the Naval Amphibious Base.

The Naval Officers and Sailors who operate the Amphibious ships of Amphibious Group Three that are homeported at Naval Station San Diego receive training in the principles of amphibious and expeditionary warfare at Naval Amphibious Base Coronado. These Officers and Sailors also practice the techniques of amphibious assaults on the landing beaches at NAB Coronado. Similarly, NAB Coronado's EWTGPAC provides training in the operation and maintenance

of the Air-Cushioned Landing Craft (LCAC) operated by Assault Craft Unit Five, based at Camp Pendleton.

The Camp Pendleton-based Marine Corps Officers and Troops embarked on board these Amphibious ships also receive training in the principles of amphibious and expeditionary warfare at Naval Amphibious Base Coronado and practice the techniques of amphibious assaults on the base's landing beaches. For example, EWTGPAC provides training for Marines in Tactical Operations, Raids, Reconnaissance, and Water Survival.

### **CONCLUSION**

The Naval Amphibious Base at Coronado is unique. Its beaches and climate supply an ideal environment for learning and practicing the doctrine, tactics and techniques of amphibious and expeditionary warfare and special warfare. There is no other base on the West Coast that can replicate the training opportunities that NAB Coronado provides to Pacific Fleet amphibious and special warfare forces.

For these reasons, it is unlikely that the Department of Defense would close Naval Amphibious Base Coronado or significantly reduce its activities in the 2005 round of Defense Base Closures and Realignment.

## **NAVAL BASE POINT LOMA**

### **BACKGROUND**

Naval Base Point Loma, formerly known as Naval Submarine Base San Diego, is located in San Diego on the Point Loma peninsula that stands at the entrance to San Diego Bay. The base is situated on the western side of San Diego Bay about one mile west of Naval Air Station North Island, and its western side lies along the Pacific Ocean. Naval Base Point Loma covers about 1,711 acres of rugged coastline.

Naval Base Point Loma was established in October of 1998, when the Navy consolidated seven activities, four of which are not located on the southern end of the Point Loma peninsula with the other three, into one base. These seven activities are: Naval Submarine Base San Diego, Space and Naval Warfare Systems Command Headquarters (which is located on Pacific Highway in the Old Town section of San Diego), Space and Naval Warfare Systems Center San Diego, Fleet Combat Training Center Pacific, Fleet Antisubmarine Warfare Training Center (which is located on the south side of North Harbor Drive, opposite the former Naval Training Center San Diego), Fleet Intelligence Training Center Pacific (which is located on the north side of North Harbor Drive, near the entrance to Terminal Two at San Diego



International Airport and close to the Fleet Antisubmarine Warfare Training Center), and the Naval Consolidated Brig (which is located at Marine Corps Air Station Miramar).

Naval Base Point Loma serves as the homeport for three operational "afloat" commands and a host of shore-based commands. It is the homeport for Commander, Third Fleet, Commander Submarine Squadron Eleven, and Commander, Submarine Development Squadron Five. Naval Base Point Loma also hosts Commander, Military Sealift Command, Pacific, the Headquarters of the Space and Naval Warfare Systems Command, Space and Naval Warfare Systems Center San Diego, Fleet Combat Training Center Pacific, Tactical Training Group, Pacific, the Naval Center for Tactical Systems Interoperability, a Detachment of the Pearl Harbor-based Naval Submarine Training Center Pacific, Naval Health Research Center, San Diego, the Fleet Antisubmarine Warfare Training Center, and the Fleet Intelligence Training Center, Pacific. The mission of Naval Base Point Loma is to provide base operating support and quality of life services to the operating forces and shore activities on the installation.

#### **PHYSICAL CHARACTERISTICS**

Naval Base Point Loma is located within the City of San Diego in the southern part of the Point Loma peninsula.

The base covers 1,711 acres of rugged coastal terrain with cliffs and plateaus. The facilities on the base are spread throughout the property and at various heights wherever the topography permits construction and access.

The western side of the base lies along the Pacific Ocean, and the eastern side lies along San Diego Bay at its entrance from the Pacific Ocean. Naval Air Station North Island is about a mile away across the Bay. Naval Base Point Loma holds a commanding view of the entrance to San Diego Bay from the Pacific.

The Pacific Fleet submarine activities occupy about 336 acres at the base. The Space and Naval Warfare Systems Command activities occupy about 1,239 acres at the base. The Fleet Combat Training Center Pacific activities occupy about 91 acres at the base. The Fleet Antisubmarine Warfare Training Center, which is not located on the Point Loma peninsula with the other facilities, occupies about 45 acres situated across North Harbor Drive from the former Naval Training Center San Diego.

The base stretches along 7.2 miles of shoreline and has 10 piers that provide about 10,207 linear feet of berthing space. There are 260 buildings on the base that offer about 3,662,750 square feet of space.

About 11,639 people work on the base every day. There are 755 officers, 3,630 enlisted personnel, 5,485 civilians, 629 students and Reservists, and 1,140 contractors and others who work there daily. The Naval Base Point Loma staff consists of 10 officers, 282 enlisted personnel, and 720 civilians.

The base has two galleys, three Navy Exchanges, three full-service catering facilities, two libraries, two single Sailor centers, fitness centers, auto hobby shops, and a chapel. The Submarine commands have facilities capable of housing 1,182 single service members, and the Fleet Antisubmarine Warfare Training Center has facilities capable of housing 1,481 single service members. Also present at Point Loma are the Submarine Maintenance Division of the Shore Intermediate Maintenance Activity (SIMA) based at Naval Station San Diego; a Nuclear Repair Detachment from Puget Sound Naval Shipyard; a Detachment from Naval Weapons Station Seal Beach that stores ordnance and issues it to submarines; the Defense Fuel Support Point, a major fuel supply facility; and the Magnetic Silencing Facility.

#### **COMMANDS, ACTIVITIES AND FACILITIES ON THE BASE**

Naval Base Point Loma is commanded by a Navy Captain. There are two Flag Officers on the base: the Vice Admiral

who is Commander, Third Fleet (COMTHIRDFLT), and the Rear Admiral who is Commander, Space and Naval Warfare Systems Command (SPAWAR). The base hosts a variety of operational and shore commands and activities.

There are three afloat commands on the base: Commander, Third Fleet; Commander, Submarine Squadron Eleven; and Commander, Submarine Development Squadron Five. The major shore-based commands are: Commander, Military Sealift Command, Pacific; Commander, Space and Naval Warfare Systems Command; Commander, Space and Naval Warfare Systems Center San Diego; Fleet Combat Training Center, Pacific; Fleet Intelligence Training Center, Pacific; and the Fleet Antisubmarine Warfare Training Center.

### **Afloat Commands**

#### **Third Fleet**

The Commander of the Third Fleet is headquartered on USS Coronado (AGF-11), which is based at Point Loma. The Third Fleet is one of five numbered fleets in the Navy and, with the Seventh Fleet, is one of the two fleets that comprise the Pacific Fleet. By way of background, the Second Fleet serves in the Atlantic Ocean; the Fifth Fleet serves in the Persian Gulf and throughout the Middle East; and the Sixth Fleet serves in the Mediterranean Sea. The Seventh Fleet serves in the Western Pacific Ocean.

The Third Fleet's area of responsibility is the Eastern Pacific Ocean and the Northern Pacific Ocean. These waters stretch over 50 million square miles and include the West Coast of the continental United States, the Bering Sea, Alaska, the Aleutian Islands, and part of the Arctic Ocean. The Fleet's mission is to deter conflict in its area of responsibility and to defend the western sea approaches to the United States.

The Third Fleet is also responsible for training Navy and Marine Corps units for deployment to the Western Pacific Ocean and the Indian Ocean, where they would be assigned to the Seventh Fleet, the Fifth Fleet and the Commander, U.S. Naval Forces, Central Command. These units are composed of the ships homeported at Naval Station San Diego, Naval Air Station North Island, Naval Base Point Loma, and the Naval bases in Puget Sound and the Marine Corps units and aircraft squadrons based at Camp Pendleton and MCAS Miramar; and they train in the waters of the Eastern Pacific and the Northern Pacific Ocean.

The Third Fleet's headquarters are located on board USS Coronado (AGF-11), which is an LPD, i.e., an amphibious transport dock ship, that has been modified with an additional level of superstructure so that it can accommodate the equipment and personnel required to command

a fleet. In 1998, the ship was further modified with the installation of network-centric technology and it has been designated as the Navy's Sea-Based Battle Lab, a role in which it tests new technologies and other innovations. As a result, Coronado is the most advanced command ship in the Navy.

### **Submarine Squadron Eleven**

Naval Base Point Loma is also the homeport for one squadron of Pacific Fleet Attack Submarines. There are two kinds of nuclear-powered submarines: Attack Submarines, designated as SSN's, and Fleet Ballistic Missile Submarines, designated as SSBN's. The mission of the Attack Submarines is to seek and destroy enemy submarines and surface vessels. The mission of the Fleet Ballistic Missile Submarines is to provide strategic deterrence by virtue of their long-range missiles armed with nuclear warheads. There are about 40 submarines in the Pacific Fleet.

The Attack Submarines of the Pacific Fleet are based in three places: at the Naval Submarine Base San Diego facilities at Naval Base Point Loma; at the Naval Submarine Base Pearl Harbor facilities at Naval Station Pearl Harbor, Hawaii; and at Polaris Point on Guam. The Fleet Ballistic

Missile Submarines of the Pacific Fleet are based at Naval Submarine Base Bangor, Washington.

Submarine Squadron Eleven is based at the Naval Submarine Base San Diego facilities on Point Loma. Commanded by a Navy Captain (COMSUBRON ELEVEN), this squadron consists of five Los Angeles class nuclear-powered Attack Submarines: USS Bremerton (SSN-698), USS Portsmouth (SSN-707), USS Salt Lake City (SSN-716), USS Helena (SSN-725), and USS Jefferson City (SSN-759). The Commander of Submarine Squadron Eleven reports to Commander, Submarine Force, U.S. Pacific Fleet, who reports to the Commander of the Pacific Fleet.

Most of the Pacific Fleet's Attack Submarines are based in Hawaii at the Naval Submarine Base Pearl Harbor facilities at Naval Station Pearl Harbor, which is the homeport for 18 Attack Submarines. Two Attack Submarines are homeported in Guam.

The five Attack Submarines based at Point Loma train and operate with the ships homeported at Naval Station San Diego and Naval Air Station North Island. They participate in inter-deployment training with those ships and in pre-deployment work-up's with Carrier Battle Groups preparing to deploy overseas. They also deploy with these ships to the Western Pacific Ocean and the Indian Ocean.

In addition to the five SSN's, SUBRON ELEVEN has a floating drydock, the ARCO (ARDM-5), which is capable of accommodating an Attack Submarine or a Fleet Ballistic Missile Submarine. This drydock is moored at the Naval Submarine Base facilities at Point Loma and is used to perform maintenance and repairs on the submarines based there. It is typically used for interim docking periods to make voyage repairs and maintain equipment that is normally under water such as sonar domes and hydrophones. The Submarine Maintenance Division of SIMA San Diego and the Nuclear Repair Detachment from Puget Sound Naval Shipyard perform maintenance and make repairs on the submarines.

The Squadron also has three Torpedo Weapons Retriever (TWR) craft that engage in torpedo recovery operations on the Southern California Offshore Range located west of San Clemente Island. This range covers about 665 square miles in the Pacific Ocean and is managed by the Range Operations Center at Naval Air Station North Island. These 123-foot vessels have crews of 15 and spend about 300 days a year underway recovering the torpedoes and mobile targets used on the Range. They typically receive the torpedoes after they have been retrieved from Range waters by Navy helicopters based at NAS North Island. The Third Fleet also employs the TWR's as platforms for training personnel



in maritime interdiction, vessel boarding, vessel search and seizure, and rescue and assistance at sea operations.

#### **Submarine Development Squadron Five**

Submarine Development Squadron Five is also based at Point Loma. Commanded by a Navy Captain, this Squadron is responsible for conducting research and development concerning the technology and tactics employed in undersea operations. Thus, it works with scientific, technical and oceanographic specialists to develop new equipment such as sonar and weapons systems and to fashion new tactics for use in operations involving rescue and escape from submerged vessels, diving, unmanned underwater vehicles, Naval Special Warfare, and the Arctic Ocean. The Squadron then disseminates the knowledge it gains to the submarine force.

Squadron Five has two submarines: USS Parche (SSN-683) and USS Dolphin (AGSS-555). The Parche is a nuclear-powered submarine based at Naval Submarine Base Bangor, Washington. It engages in research and development and testing and evaluation of specialized submarine ocean engineering equipment including sonar, navigation and position-keeping systems. The Dolphin, based at Point Loma, is the Navy's only operational, diesel-electric submarine and is the deepest diving submarine in the world.

The Navy and civilian activities use it as a research and development platform.

Submarine Development Squadron Five has seven Detachments that engage in various kinds of research and development. Its Arctic Submarine Laboratory focuses on submarine operations in the Arctic Ocean and supports the Fleet when it conducts submarine exercises in the Arctic as well as other operations, tests and evaluations in that region. Its Unmanned Undersea Vehicles (UUV) Detachment operates and maintains UUV systems that are launched from submarines on intelligence-collecting missions and is developing and testing the Navy's Mine Reconnaissance UUV system.

Squadron Five's Detachment Bravo provides operational and administrative support to units engaged in submarine ocean engineering and research and development projects associated with the deep submergence program. Detachment Bangor at the Naval Submarine Base there provides engineering support to USS Parche as well as administrative, logistical and training support for other Squadron Five activities at Bangor. Detachment Diving evaluates the advanced diver work systems and provides training in all levels of underwater diving techniques including developmental underwater salvage and advanced

saturation diver work systems. Detachment Sierra operates and maintains the electronic and mechanical systems employed in the Navy's submarine and deep submergence programs. Its personnel also deploy on board submarines where they participate in research and development activities. Detachment Undersea Research & Development (UR&D) operates, maintains, repairs and evaluates submarine systems including remotely operated vehicles.

Squadron Five also has a Deep Submergence Unit (DSU) that operates manned and unmanned deep-diving submersibles. Its mission is to locate a disabled submarine; maximize the potential for the crew to survive while the submarine is on the bottom; and then rescue the crew. To accomplish this mission, the DSU has two Deep Submergence Rescue Vessels (DSRV), the Mystic (DSRV-1) and the Avalon (DSRV-2), that are capable of diving to a depth of 5,000 feet, and a variety of unmanned Remotely Operated Vehicles (ROV) and Submarine Rescue Chambers (SRC).

The Mystic (DSRV-1) and the Avalon (DSRV-2) are based at Naval Air Station North Island where they can be placed on a U.S. Air Force C-5 aircraft; flown to a location near the disabled submarine; loaded on board a submarine there; and transported to the disabled submarine. The DSRV's can also conduct deep ocean search and recovery operations.

The ROV's, which are controlled by a surface ship, operate at the end of a tether and are capable of engaging in submerged activities for extended periods of time. There is also a Diving Systems Support Detachment (DSSD) that is composed of Navy Deep Sea Divers with Submarine Rescue Chambers. Together, the Divers and the SRC's supply worldwide capability to rescue submarines to a depth of 850 feet. This Detachment also tests advanced diving systems such as the Atmosphere Diving Suit.

**Other Activities Located At The  
Naval Submarine Base San Diego Facilities**

There are four other important activities at the Naval Submarine Base San Diego facilities on Point Loma. These are the Submarine Maintenance Division of Shore Intermediate Maintenance Activity (SIMA) San Diego; Nuclear Repair Detachment Point Loma from Puget Sound Naval Shipyard; the Defense Fuel Support Point or Point Loma Fuel Department; and Magnetic Silencing Facility Point Loma.

The Submarine Maintenance Division of SIMA San Diego provides non-nuclear maintenance and repair services for the Attack Submarines based at Point Loma. It also manages and operates the floating drydock (ARCO).

Nuclear Repair Detachment Point Loma provides nuclear maintenance and repair services for the Attack Submarines

based at Point Loma and serves as a back-up for the Naval Intermediate Maintenance Facility (NIMF) at Naval Submarine Base Bangor, Washington. The Intermediate Maintenance Facility performs maintenance and repairs on Fleet Ballistic Missile Submarines based at Naval Submarine Base Bangor. If NIMF were unable to handle an SSBN at Bangor, the Point Loma Detachment would step in and make the repairs at Point Loma, using ARCO, which can accommodate SSBN's as well as SSN's.

The Nuclear Repair Detachment is a component of Puget Sound Naval Shipyard and occupies facilities in the Naval Submarine Base area at Point Loma. The Controlled Access Area in that part of the base is certified as a nuclear repair facility.

Naval Weapons Station Seal Beach, located just east of the Port of Long Beach facilities, maintains Detachment San Diego at the Naval Submarine Base facilities at Naval Base Point Loma. This Detachment stores and maintains ordnance for the Attack Submarines based there and loads it on board the submarines. In particular, its 36 personnel provide Mark 48 heavyweight torpedoes, Tomahawk cruise missiles, small arms, pyrotechnics and countermeasures to the San Diego-based submarines at Point Loma. Additionally, the Detachment operates a flushing facility that removes

propulsion byproducts from exercise torpedoes after they have been fired and recovered.

Fleet Industrial and Supply Center San Diego (FISC San Diego) operates Defense Fuel Support Point (DFSP) Point Loma, which is also known as the Point Loma Fuel Department. Located on 200 acres within the Naval Submarine Base facilities, DFSP Point Loma can store 50 million gallons of petroleum products. It has 50 bulk storage tanks, 30 miles of piping, more than 3,000 valves, and a full-service petroleum-testing laboratory. In addition, it has a 964-foot pier at which it fuels the ships based at Naval Station San Diego and ships assigned to the Military Sealift Command, Pacific.

The Point Loma Fuel Department is the only fuel depot in San Diego. It supplies JP-5, which is fuel for surface ship turbines and aircraft, Naval Distillate Fuel, and Lubricating Oil for engines and steam machinery. In an evolution known as "bunkering," ships from the Naval Station typically berth at DFSP Point Loma's La Playa Pier, take on bulk petroleum supplies directly from facilities at the pier, and return to the Naval Station. Additionally, the Fuel Department's Petroleum Laboratory Division tests fuel samples for cleanliness and lubricating oil samples submitted for spectrometric analysis.

Magnetic Silencing Facility Point Loma ascertains the magnetic signature of Naval vessels and, if they are too large, reduces that signature so that the ships are not as likely to attract mines. This Facility is composed of the Degaussing Facility and the Deperming Pier.

The Degaussing Facility is located in Building 38 on the tip of the Naval Submarine Base facilities, an area also known as Ballast Point. There are sensors on the bottom of San Diego Bay, just off Ballast Point, that measure the magnetic signature of a Navy ship as it passes over them. These sensors then transmit that signature to the Degaussing Facility in Building 38. If the ship's magnetic signature were too large, the ship would later move to the Deperming Pier, where it would be magnetically treated. In particular, electric cables would be wrapped around the ship and then energized. The result is a reduction in the ship's magnetic signature. The Deperming Pier is also located on the Submarine Base facilities, about two miles from the Degaussing Facility.

The Magnetic Silencing Facility at Point Loma is the only such facility on the West Coast. Its eight full-time employees evaluate Naval vessels each time they depart from and return to San Diego Bay, resulting in about 1,200 to 1,400 evaluations each year. If it were necessary to treat

a ship at the Deperming Pier, additional personnel would be enlisted to perform the magnetic reduction procedure.

### **Shore Commands**

#### **Military Sealift Command, Pacific**

The Navy's Military Sealift Command (MSC), which has its headquarters at The Washington Navy Yard in Washington, D.C., has five geographically based Area Commands, one of which is Military Sealift Command, Pacific (MSC Pacific), based at Naval Base Point Loma. The mission of the Military Sealift Command is to provide ocean transportation of equipment, fuel, supplies and ammunition to United States military forces around the world during peacetime and in time of war. During a war, more than 95 percent of all the equipment and supplies required by U.S. military forces would be carried on these ships.

The Military Sealift Command supplies the sea transportation component of the United States Transportation Command's mission of providing air, land and sea transportation for the Department of Defense in peacetime and during a war. The MSC ships are generally designated as U.S. Naval Ships (USNS), as distinguished from the United States Ship (USS) designation that is given to commissioned ships of the United States Navy. Additionally, the MSC ship types and hull numbers are



preceded by the letter "T" that indicates their status as MSC vessels.

The Military Sealift Command operates ships that comprise four programs: the Naval Fleet Auxiliary Force, the Special Mission Program, the Prepositioning Program, and the Sealift Program. The Naval Fleet Auxiliary Force (NFAF) vessels supply Navy ships at sea with food, fuel, ammunition and other supplies. The Special Mission vessels provide operating platforms and services for unique military and Federal Government programs such as missile flight data collection and tracking and ocean surveillance. The Prepositioning ships locate in key ocean areas of the world such as Guam in the Western Pacific and Diego Garcia in the Indian Ocean and carry military equipment and supplies for use in the event of a contingency. The Sealift vessels carry defense cargo such as fuel, equipment and supplies in peacetime and during a war or a contingency.

In addition, MSC can activate a fleet of Ready Reserve Force ships that are maintained and crewed by the U.S. Maritime Administration. These ships can be activated and made ready to proceed to a loading port in four to 20 days, depending upon their specified readiness status, and consist of Roll-On/Roll-Off Ships, Crane Ships, Breakbulk

Ships, Tankers and other ships not readily available in the U.S. commercial market.

Military Sealift Command, Pacific is commanded by a Navy Captain who is also the Naval Fleet Auxiliary Force West Project Officer. Thus, MSC Pacific is responsible for MSC programs and activities and for managing the NFAF ships in the Eastern Pacific Ocean. The NFAF ships supply Navy ships at sea with fuel, food, ammunition, spare parts and other supplies. By replenishing Navy ships while they are underway, the NFAF ships enable them to remain at sea and continue operating without the need to return to port for supplies. The MSC ships in this program include Oilers, Fast Combat Support Ships, Combat Stores Ships, Ammunition Ships, Fleet Ocean Tugs, and Hospital Ships. These ships are owned by the Federal Government and crewed by civilian mariners.

Military Sealift Command, Pacific's area of responsibility is congruent with that of the Third Fleet, i.e., the Eastern Pacific Ocean and the Northern Pacific Ocean. MSC Pacific also provides engineering and personnel support to NFAF ships that are deployed in the Western Pacific and Indian Oceans and in the Persian Gulf. Together, the staffs of MSC Pacific and NFAF West have 220 military and civilian employees who support the MSC ships

and crews. The MSC Pacific complex at Point Loma is composed of operations, logistics, engineering, financial, administrative, and personnel departments; a training facility and a firefighting school.

Military Sealift Command, Pacific manages and operates 19 vessels. These include five Oilers: USNS John Ericsson (T-AO-194), USNS Pecos (T-AO-197), USNS Tippecanoe (T-AO-199), USNS Guadalupe (T-AO-200), and USNS Yukon (T-AO-202). There are two Transport Tankers: MV Paul Buck (T-AOT-1122) and MV Samuel L. Cobb (T-AOT-1123). There are two Ammunition Ships: USNS Shasta (T-AE-33) and USNS Kiska (T-AE-35). There is one Roll-On/Roll-Off Ship: MV Cape Decision (T-AKR-5054). There is one Missile Range Instrumentation Ship: USNS Observation Island (T-AGM-23). There is one Hospital Ship: USNS Mercy (T-AH-19). There are three Ocean Surveillance Ships: USNS Assertive (T-AGOS-9), USNS Effective (T-AGOS-21), and MV Cory Chouest. There are two Fleet Ocean Tugs: USNS Navajo (T-ATF-169) and USNS Sioux (T-ATF-171). And there are two Submarine Support Vessels: SSV C-Commando and MV Kellie Chouest. When in San Diego, the MSC Pacific ships are berthed at Naval Station San Diego.

Ten of the vessels assigned to MSC Pacific are in the Naval Fleet Auxiliary Force. They are: the Oilers USNS

John Ericsson (T-AO-194), USNS Pecos (T-AO-197), USNS Tippecanoe (T-AO-199), USNS Guadalupe (T-AO-200), and USNS Yukon (T-AO-202); the Ammunition Ships USNS Shasta (T-AE-33) and USNS Kiska (T-AE-35); the Hospital Ship USNS Mercy (T-AH-19); and the Fleet Ocean Tugs USNS Navajo (T-ATF-169) and USNS Sioux (T-ATF-171).

Six of the ships assigned to MSC Pacific are Special Mission Ships. They are: the Ocean Surveillance Ships USNS Assertive (T-AGOS-9), USNS Effective (T-AGOS-21), and MV Cory Chouest; the Missile Range Instrumentation Ship USNS Observation Island (T-AGM-23); and the Submarine Support Vessels SSV C-Commando and MV Kellie Chouest.

Two of the ships assigned to MSC Pacific are part of the Sealift Program. They are the Transport Tankers that deliver petroleum products to DoD storage and distribution facilities around the world and deliver fuel to MSC Oilers and U.S. Navy Fleet Oilers at sea: MV Paul Buck (T-AOT-1122) and MV Samuel L. Cobb (T-AOT-1123). One of the ships assigned to MSC Pacific is part of the Ready Reserve Force. This vessel is the Roll-On/Roll-Off Ship MV Cape Decision (T-AKR-5054).

Military Sealift Command, Pacific maintains an MSC office in Pearl Harbor and representatives in San Francisco, Seattle and Anchorage. Additionally, six U.S.

Naval Reserve units are assigned to MSC Pacific to support MSC operations throughout its area of responsibility. The Military Sealift Command's four other Area Commands are: MSC Atlantic in Norfolk; MSC Europe in Naples, Italy; MSC Far East in Yokohama, Japan; and MSC Central in Manama, Bahrain.

**Space and Naval Warfare Systems Command and  
Space and Naval Warfare Systems Center San Diego**

The Space and Naval Warfare Systems Command (SPAWAR) is not located on Point Loma, but falls administratively for certain base operating support matters within the Naval Base Point Loma organization. Located on Pacific Highway in the Old Town section of San Diego, SPAWAR is one of the Navy's three systems commands. It is primarily an engineering activity that also provides engineering support to Navy acquisition organizations.

Space and Naval Warfare Systems Center San Diego (SSC San Diego), a component of the Space and Naval Warfare Systems Command, is a tenant on Naval Base Point Loma. Commanded by a Navy Captain, SSC San Diego occupies 12 major buildings and many smaller buildings scattered throughout the southern end of Point Loma. The Systems Center is the Department of the Navy's principal research and development, test and evaluation, engineering and Fleet

support center for command, control and communications systems and ocean surveillance systems. In light of the nature and extent of their activities, SPAWAR and SSC San Diego will be discussed in a separate section below.

### **Fleet Combat Training Center Pacific**

Fleet Combat Training Center Pacific, a component of the Navy Education Training Command, is located on a 91-acre facility on the Point Loma peninsula. Commanded by a Navy Captain, its 300-member staff provides training in all facets of Aircraft Carrier Battle Group operations.

Fleet Combat Training Center Pacific offers about 51 courses in air and sea combat systems and tactics to Officers and Sailors who serve on Cruisers, Destroyers, Aircraft Carriers, Submarines and Supply ships and in Aviation squadrons. The Training Center has two missions. First, it provides training in Naval warfare tactics and systems for individual Officers and Sailors, for teams, and for Battle Groups. Second, it develops, evaluates and analyzes Naval warfare doctrines and tactics for operational commanders.

The Center integrates command, control, communications, computers and intelligence systems with Naval tactics and joint tactics. Its training is aimed at each functional level from the individual Sailor to the

Joint Task Force Commander and gives students hands-on experience by training them on the same combat systems and equipment used on their ships and aircraft in live and virtual environments. Through the use of simulated scenarios and other training exercises, the students learn about the tactics and systems of Naval warfare.

The Fleet Combat Training Center trains Battle Group crews in Battle Group operations, offering courses in Air Control, Combat Systems, Combat Skills, Tactical Warfare, the Cruise Missile, and Command, Control, Communications, Computers and Intelligence (C4I), and Information Technology 21. It also offers team training in Cryptologic Simulations, Force Simulations, and Unit Simulations. The Center trains about 9,000 students each year from the U.S. Navy and from Allied forces.

#### **Tactical Training Group, Pacific**

Tactical Training Group, Pacific (TTGP) is commanded by a Navy Captain and shares 91 acres on Point Loma with the Fleet Combat Training Center. Focusing on tactics and senior-level planning and decision making, TTGP is a fully operational war-gaming shore activity that trains Aircraft Carrier Battle Groups and Amphibious Ready Groups between deployments so that the Commander of the Third Fleet can certify them as qualified for deployed operations.

In order to gain certification from the Third Fleet Commander, Aircraft Carrier Battle Groups and Amphibious Ready Groups must complete basic, intermediate and advanced training requirements during inter-deployment periods, which are referred to as inter-deployment training cycles. The Tactical Training Group, Pacific provides this training to three Battle Groups and three Amphibious Ready Groups each year.

The mission of TTGP is to prepare operational commanders, current and prospective commanding officers, principal assistants and Reserves for advanced and coordinated Carrier Battle Group and Amphibious Ready Group tactics in a joint and combined environment. Thus, its instruction focuses on command and control, C4I technology, resource allocation decision-making, and application of the rules of engagement.

The Tactical Training Group trains 1,000 students annually in six courses. The Joint Maritime Tactics course provides instruction in advanced and integrated tactics and force employment and is aimed at Fleet Commanders, Force Group commanders, Wing commanders, Unit commanders, and Tactical Squadron commanders. The Staff Tactical Watch Officer Course provides instruction in advanced and integrated tactics and force employment to the staffs,



principal assistant staff members and subordinates of Battle Group commanders. The International Advanced Tactics Course provides instruction in advanced and integrated tactics and force employment to international Fleet, Force, Group, Wing, Unit and Tactical Squadron commanders. The Joint Forces Air Component Commander Augmentation Staff Course teaches Joint Forces Air Component Commander principles to the staffs of Battle Groups and Air Wings. The Tomahawk Land Attack Missile (TLAM) Tactical Commanders Course offers instruction in strike planning and applications of the TLAM to Battle Group staffs and Fleet Commanders' strike officers. The Mission Distribution System Staff Employment course trains shipboard and staff personnel who have been assigned as Tomahawk Land Attack Missile Strike Officers in use of the Mission Distribution System.

The training process for Carrier Battle Groups and Amphibious Ready Groups consists of classroom instruction, war game simulations at the TTGP facility on Point Loma, and exercises at sea. The training evolutions mirror typical Fifth Fleet and Seventh Fleet operations. For example, the Battle Group Staff Planning Course gives deploying Battle Group commanders, warfare commanders and their staffs an opportunity to engage in focused team

training in operational and tactical planning and decision-making with an emphasis on developing alternative courses of action. The Commanders Team Trainer aims its training at senior-level decision-makers in expeditionary warfare operations and emphasizes the relationships among supporting commanders, strike planning, surveillance, and tactics. The Battle Group/Amphibious Ready Group In-Port Training course provides training for senior-level decision-makers in expeditionary warfare operations and is similar to the Commanders Team Trainer. The Battle Group In-Port Exercise Intermediate Level training is directed to watchstanders engaged in antisubmarine, surface and air warfare and it covers surveillance tactics and procedures. This training is conducted on board ships and allows the Battle Group commander and other Warfare Commanders to train shipboard personnel in particular kinds of operations and missions. Three Battle Groups and three Amphibious Ready Groups engage in this training each year, with more than 2,000 personnel participating.

The Naval Center for Tactical Systems Interoperability (NCTSI) is also situated on this 91-acre area on Point Loma. It ensures that tactical data systems within the Navy and between the Navy and the other military services are compatible. In particular, NCTSI ensures that the

computer systems of the other military services can share information with Navy ships and aircraft.

### **Naval Submarine Training Center Pacific**

Naval Submarine Training Center Pacific, Detachment San Diego, is located on the Point Loma peninsula. Commanded by a Navy Captain, the Center's headquarters are at Naval Submarine Base Pearl Harbor in Hawaii. The Training Center Detachment at Point Loma offers a broad range of courses for West Coast submariners.

The Training Center offers courses that run the gamut of submarine maintenance and operations. For example, the Center offers courses in Machinery such as compressors and motors; Auxiliary Machinery such as diesel engines; Submarine Steering and Diving Maintenance; Repairs and the use of related tools; Electrical Equipment such as static control devices, batteries, and generators; Basic Noise Reduction Principles; Electronics Technicians maintenance skills; Submarine Damage Control and Submarine Basic and Advanced Firefighting; and Logistics training for supply personnel.

The Submarine Training Center also offers training in Tactics and Combat Systems and Weapons including torpedoes, torpedo tube maintenance, and torpedo room operations.

Additionally, the Center provides training for Instructors and for Divers.

**Naval Health Research Center, San Diego**

Naval Health Research Center, San Diego (NHRC), a component of the Navy's Bureau of Medicine and Surgery, is located in several buildings on the Point Loma peninsula. Commanded by a Navy Captain who is in the Medical Service Corps, NHRC is a laboratory that supports Fleet readiness by conducting research on the biomedical and psychological effects of Navy and Marine Corps operations on service members. Most of the Center's work involves the advanced development stage of the research and evaluation process and requires close and continuous interaction with operational units of the Navy and the Marine Corps.

The Naval Health Research Center recruits research subjects from military personnel assigned to the surface ships, submarines, aircraft squadrons, Special Warfare units, and Marine Corps units based in San Diego and collects biomedical data from them. The information that NHRC obtains from these San Diego-based service members forms the basis for its biomedical research and development programs.

In light of the inaccessibility of deployed ships and the resultant constraints on medical personnel and

supplies, shipboard medicine is a unique and critical aspect of the Navy's operational readiness. Consequently, much of the Center's field research focuses on shipboard delivery of health care and must be coordinated with senior medical department representatives on ships and at shore bases.

For example, the Center studies medical evacuation at sea; the training, certification and use of shipboard hospital corpsmen; health care requirements for women at sea; and telemedicine. It also studies heat stress aboard ships and during firefighting exercises and the physical standards for certain occupations within the Navy, e.g., Explosive Ordnance Disposal, and for particular tasks, e.g., Damage Control. Naval aviation is the subject of research by NHRC as it studies the effects of neck and back strain during air combat maneuvering. The Center also conducts field studies involving Naval Special Warfare units in such areas as hypothermia and biomedical protective equipment.

Similarly, the Naval Health Research Center studies the effects of military activity on Marine Corps units at Camp Pendleton and on recruits at Marine Corps Recruit Depot San Diego. For example, NHRC conducts field studies in combat casualty documentation, etiological agents, risk

factors, prevention of respiratory disease epidemics, and the epidemiology of soft tissue injuries. It also conducts cold weather field studies at the Marine Corps Mountain Warfare Training Center in Bridgeport, California, and heat stress field studies at the Marine Corps Air Ground Combat Center at Twentynine Palms, California.

Proximity to the Fleet and interaction with its constituent members are central to the Center's research and development program. They allow NHRC to gather information about the biomedical effects of Navy and Marine Corps activity, conduct biomedical research, and develop biomedical products that respond to the results of its research.

The Naval Health Research Center is engaged in research programs involving: Human Performance in military operational environments; Modeling and Simulation concerning the processing and management of medical information in order to project the effects of illness trends on combat forces; Field Medical Technologies affecting the clinical and medical information systems that are available to operational commanders, medical planners, environmental health and preventive medicine staff, and field medical providers who are preventing, controlling and treating illnesses and injuries among deployed forces;

Behavioral Science and Epidemiology regarding the epidemiology of musculoskeletal injuries, predictive profiles, and interventions in recruit and active duty populations; HIV/STD epidemiology, prevention, viral resistance, and diagnostics; and Health Promotion.

The Naval Health Research Center is also the DoD Center for Deployment Health Research. In this role, it conducts epidemiological studies to investigate the health experience of previously deployed military personnel and develop health surveillance strategies. Thus, the Center has studied symptoms, hospitalizations, reproductive outcomes, mortality, and other health outcomes among both military and civilian DoD populations.

The NHRC works with other Navy medical research laboratories. In particular, it works with the Naval Submarine Medical Research Laboratory in Groton, Connecticut, and with the Naval Aerospace Medical Research Laboratory in Pensacola, Florida. In addition, it has two detachments: the Naval Health Research Center Toxicology Detachment in Dayton, Ohio, and the Naval Health Research Center Electromagnetic Radiation Detachment in San Antonio, Texas. Many of the Center's reports appear in peer-reviewed journals.

In the 1995 round of Defense Base Closures and Realignments, the Department of Defense recommended that the Naval Health Research Center be disestablished and that the necessary functions, personnel and equipment be relocated to the Bureau of Naval Personnel (BUPERS) in Memphis, Tennessee. The Department reasoned that because NHRC performs research and modeling and maintains databases concerning personnel health and performance, it should be consolidated with BUPERS, which is the Navy organization responsible for military personnel and the primary user of NHRC's products.

The 1995 Defense Base Closure and Realignment Commission disagreed with the Department of Defense. The Commission found that NHRC's work was overwhelmingly biomedical research rather than personnel research and concluded that placing NHRC under BUPERS would have a detrimental effect on its biomedical research. In particular, the Commission concluded that, if moved to BUPERS, NHRC's access to the medical research community would be curtailed and that its utility to the Armed Forces Medical Research and Development Agency (of which it is a unit) would be questionable. The Commission also concluded that severing NHRC's well-established relationships with operational units in San Diego would have a negative impact



on its ability to carry out its mission. Thus, the 1995 Commission recommended that NHRC remain open.

### **Fleet Antisubmarine Warfare Training Center**

The Fleet Antisubmarine Warfare Training Center, formerly known as the Fleet Sonar School, is situated on about 45 acres on the south side of North Harbor Drive, opposite the former Naval Training Center San Diego. Commanded by a Navy Captain, it is a component of the Navy Education Training Command.

The Fleet ASW Training Center is the Navy's premier training center for instruction in antisubmarine warfare and draws its students from both East Coast and West Coast Navy commands as well as the foreign navies of Allied nations. The Center trains service members from surface ships, submarines, and aircraft; and conducts classroom training as well as team training for crews from ships and aircraft squadrons, employing the same equipment used on board ships and aircraft engaged in antisubmarine warfare operations.

The curriculum ranges from basic ASW training to advanced training. The instruction includes crew training for ASW teams assigned to ships and to aircraft squadrons such as the ASW helicopter squadrons and the P-3C maritime patrol aircraft squadrons.

The Fleet ASW Training Center operates housing facilities that can accommodate more than 1,400 single service members in BEQ's and BOQ's. It also operates a galley, medical and dental clinics, and a Navy Exchange. In addition, the Navy's Mess Management Specialist School is located on its premises.

### **Fleet Intelligence Training Center, Pacific**

Fleet Intelligence Training Center Pacific (FITCPAC) is located on the north side of North Harbor Drive, near the entrance to Terminal Two at San Diego International Airport and close to the Fleet Antisubmarine Warfare Training Center. Commanded by a Navy Captain, the Center provides intelligence training, guidance and support to the operating forces of the Pacific Fleet.

The FITCPAC curriculum reflects the range of intelligence issues that Pacific Fleet units may encounter in the course of their operations. It includes the following courses: Basic Shipboard Intelligence Course; Shipboard Intelligence Analyst Course; Battle Group/Amphibious Ready Group Intelligence Course; Expeditionary Warfare Intelligence Course; Naval Intelligence Officer Basic Course-Reserve; Global Command and Control System-Maritime Fleet Course; Global Command and Control System-Maritime Intelligence Center Manager's

Course; Global Command and Control System-Maritime Operational Intelligence Course; Fleet Imagery Interpretation Course; Intelligence Photography Course; Intelligence Team Training for Watchstanders; and the Afloat Intelligence Systems Manager's Overview.

### **Naval Consolidated Brig Miramar**

The Department of the Navy operates two Consolidated Brigs: Naval Consolidated Brig Miramar and Naval Consolidated Brig Charleston, South Carolina. The Naval Consolidated Brig at Marine Corps Air Station Miramar serves the Pacific region commands, and the Naval Consolidated Brig at Charleston serves the Atlantic and European commands. Naval Base Point Loma includes the Consolidated Brig at MCAS Miramar.

The Naval Consolidated Brig at Miramar was built in 1989 at a cost of about \$17 Million. It covers 23 acres and was designed as a state of the art, direct supervision, correctional facility that emphasizes prisoner education and rehabilitation. The American Correctional Association, which is the only nationally recognized accreditation agency for juvenile and adult correctional facilities, accredited the Brig in 1993.

The facility is a 208,000 square foot prison with the capacity to house up to 400 male and female prisoners. The

Brig's staff consists of 150 military personnel and 35 civilians.

The guard force is drawn from Navy enlisted ranks, and there are corrections specialists from all branches of the Armed Forces. There is a cadre of civilians who provide long-term continuity and expertise as a result of their service in other briggs and civilian prisons. Teachers, counselors, psychologists, social workers, chaplains, hospital corpsmen, and visiting physicians and dentists provide services to the correctional program.

Based upon the crimes, sentences and potential for return to duty or society, there are three classes of prisoners and correctional facilities. Level I facilities house detainees and low-level offenders who received sentences of 30 days or less imprisonment. They are generally waterfront briggs and are located throughout the world. Level II facilities confine prisoners whose sentences range from 31 days to 7 years imprisonment. Level III facilities confine the most serious offenders whose sentences exceed seven years. The Department of Defense has one Level III facility: the U.S. Army Disciplinary Barracks at Fort Leavenworth, Kansas.

The Naval Consolidated Brig at Miramar is a Level II facility that houses long-term prisoners and prisoners who

are awaiting approval of punitive discharge from the Armed Forces. It also serves as the Department of Defense's regional confinement facility for the Pacific region. Thus, it can house prisoners from the Army and the Air Force as well as the Navy and the Marine Corps. Additionally, female prisoners from all branches of the Armed Forces are consolidated at the Miramar Brig.

**MILITARY VALUE AND NAVAL BASE POINT LOMA'S  
RELATIONSHIP WITH OTHER BASES IN THE REGION**

Naval Base Point Loma has high military value by virtue of its strategic location at the entrance to San Diego Bay from the Pacific Ocean. The heavy concentration of Pacific Fleet ships and aircraft at bases throughout San Diego Bay warrants a strong military presence on the Point Loma peninsula that can protect the sea approaches to the Bay and to these strategic assets. For this reason alone, it is unlikely that the Department of Defense would close Naval Base Point Loma.

Naval Base Point Loma has three missions. It is an operational base. It is a training base. And it is a center for research and development and testing and evaluation. In this respect, it is different from the other military bases in San Diego that largely carry out one central mission and serve one primary purpose.

When examined in light of the military value that each brings to the Department of Defense, the constituents of these three sets of commands and activities fall into four categories.

The first category consists of those commands and activities that, by virtue of their physical plant, infrastructure, and relationship with operating forces, are indispensable. The Defense Fuel Support Point, the Magnetic Silencing Facility, and the Naval Consolidated Brig fall into this category.

The second category consists of those commands and activities that, by virtue of their specialized missions, physical plant and relationship with Navy and Marine Corps operating forces, are operationally effective and convenient to the Navy and Marine Corps units they support. The Military Sealift Command, Pacific and the training commands and activities fall into this category.

The third category consists of those commands and activities that, by virtue of their intellectual capital and/or economic approach to their work, effectively support not only Fleet and Marine Corps units in the San Diego area, but also Navy and Marine Corps units throughout the country. Space and Naval Warfare Systems Center San Diego,

Submarine Development Squadron Five, and the Naval Health Research Center fall into this category.

The fourth category consists of those commands and activities that, by virtue of their missions, provide value by their presence at Point Loma, but could be relocated elsewhere without significant degradation in their missions. This category consists of Commander, Third Fleet, and Commander, Submarine Squadron Eleven.

The first category, indispensable commands and activities, consists of the Defense Fuel Support Point at Point Loma, Magnetic Silencing Facility Point Loma, and Naval Consolidated Brig Miramar. The Point Loma Fuel Department has the capacity to store 50 million gallons of petroleum products in 50 bulk storage tanks that are delivered to San Diego-based ships through 30 miles of piping and 3,000 valves at a 964-foot pier. Moreover, it is the only fuel depot in San Diego.

Similarly, Magnetic Silencing Facility Point Loma is the Navy's only Degaussing and Deperming facility on the West Coast, and Naval vessels must undergo this evaluation regularly to minimize the likelihood that they will attract mines. Its facilities consist of sensors on the bottom of San Diego Bay; equipment that transmits, receives and analyzes information from these sensors; and a pier where

ships can be magnetically treated if their signature is too large.

The Naval Consolidated Brig at Marine Corps Air Station Miramar is a modern prison and the only such Brig on the West Coast. It also serves all of the Military Departments in the Pacific region.

The Point Loma Fuel Department, the Magnetic Silencing Facility, and the Brig have extensive infrastructure that does not exist elsewhere and is required for Pacific Fleet operations. Therefore, it is unlikely that the Department of Defense would disestablish or relocate any of these three activities.

The second category, operationally effective activities with specialized missions, physical assets and relationships with local operating forces as well as forces located around the country, consists of the Military Sealift Command, Pacific and the training activities. The Military Sealift Command, Pacific manages four programs and operates 19 ships in the same geographic area of responsibility as the Third Fleet. Its supply vessels support Pacific Fleet units at sea and Marine Corps units deployed in the Western Pacific and the Indian Ocean. The Commander of MSC Pacific and its 220-member staff are responsible not only for MSC matters but also for the Naval



Fleet Auxiliary Force ships that supply Pacific Fleet ships at sea. Its physical plant at Point Loma consists not only of administrative offices but also a training facility and a firefighting school. In light of its mission, it is unlikely that the Department of Defense would disestablish MSC Pacific or relocate its headquarters.

The training activities at Naval Base Point Loma support all of the ships and aircraft squadrons based in San Diego. They are endowed with experienced staff and modern equipment that is capable of replicating the kind of Naval warfare scenarios that the commanders and crews of these ships and aircraft squadrons could encounter in modern Naval conflict. As a result, these training activities are central to the missions and operations of the Cruisers, Destroyers, Submarines, Aircraft Carriers and Aircraft Squadrons based at Naval Station San Diego, Naval Base Point Loma, and Naval Air Station North Island. In addition, they are conveniently and economically accessible to all of the operational commands in the San Diego area. Consequently, they have high military value and are not likely to be disestablished or relocated.

In particular, the Fleet Combat Training Center Pacific trains the crews of Aircraft Carrier Battle Groups and Amphibious Ready Groups in the combat systems and

tactics of Naval warfare. The Tactical Training Group, Pacific trains senior-level operational commanders and their staffs in tactics and decision making. The Naval Submarine Training Center trains the crews of Submarine Squadron Eleven when its submarines are in port. The Fleet Antisubmarine Warfare Training Center trains Navy personnel from both East Coast and West Coast commands, such as Cruisers, Destroyers, Submarines, Aircraft Carriers, and Aircraft Squadrons, in all aspects of antisubmarine operations. And the Fleet Intelligence Training Center Pacific provides specialized training in intelligence matters for Pacific Fleet personnel.

These training activities directly support operational Fleet units in the San Diego area. Their equipment is linked to the ships and aircraft squadrons, and their staffs provide essential training that is necessary for the Third Fleet Commander to certify that these San Diego-based units are qualified for deployment to the Fifth Fleet and the Seventh Fleet.

With the high concentration of ships and aircraft present in San Diego, the requirement and demand for training will remain substantial and, thus, the military value of these Point Loma-based activities is high. Therefore, it is unlikely that the Department of Defense

would disestablish or relocate any of the training activities at Naval Base Point Loma.

The third category, commands and activities whose intellectual capital and/or economic approach to their missions support not only San Diego-based operational units but also Navy and Marine Corps units throughout the country, consists of Space and Naval Warfare Systems Center San Diego, Submarine Development Squadron Five, and the Naval Health Research Center. Each will be addressed in turn.

Space and Naval Warfare Systems Center San Diego is the Navy's principal center for research and development, test and evaluation, and engineering concerning command, control, communications and ocean surveillance systems. It has high military value, but the Department of Defense will closely examine the extent to which its activities duplicate or overlap with the similar activities of Army and Air Force centers that are engaged in similar C4ISR work. To the extent that there is duplication or overlap, there is likely to be some consolidation, either at SSC San Diego or at the Army and/or Air Force centers. Thus, SSC San Diego could gain additional workload or lose some of its workload as a result of DoD's review in the 2005 round of Defense Base Closures and Realignment.

Submarine Squadron Five is engaged in unique research and development that ranges across a broad spectrum of technical and tactical issues concerned with submarine operations. Additionally, its work benefits from proximity to the operational activities of Submarine Squadron Eleven and from the intellectual capital at the Naval Submarine Training Center, the Antisubmarine Warfare Training Center, the Fleet Combat Training Center, and Tactical Training Group, Pacific. It also benefits from SSC San Diego's research and development in underwater technologies, acoustics, communications and navigation and from the biomedical research and development conducted by the Naval Health Research Center, e.g., on the psychological effects of submarine operations on crews.

The military value of Submarine Development Squadron Five is high, and its presence at Point Loma does not depend upon the presence of submarines other than the two assigned to it. Therefore, it is unlikely that the Department of Defense would disestablish or relocate Submarine Squadron Five.

It will be as important for Naval Health Research Center, San Diego to be close to Navy and Marine Corps operating forces in 2005 as it was in 1995, because they supply the empirical basis for the research and development

projects that NHRC undertakes. Moreover, the 1995 Defense Base Closure and Realignment Commission recognized the importance of the Center's well-established relationships with operational units when it rejected DoD's recommendation to relocate NHRC to the Bureau of Naval Personnel in Memphis. Therefore, it is unlikely that the Department would disestablish NHRC or again seek to relocate it to Memphis.

The fourth category, commands that, by virtue of their missions, provide value to Point Loma but could be relocated elsewhere without significant degradation to their missions, consists of Commander, Third Fleet, and Submarine Squadron Eleven. It is not necessary that the Commander of the Third Fleet maintain the Fleet's headquarters on a ship based at Naval Base Point Loma. The USS Coronado could shift its berth to one at Naval Station San Diego or Naval Air Station North Island or the command could establish itself on another ship at either of those bases or in shore-based facilities at either of those installations.

However, the Third Fleet commander is responsible not only for protecting the western sea approaches to the United States, but also for training San Diego-based ships and certifying that they are qualified for deployment to

the Fifth and Seventh Fleets. In this respect, the command's Point Loma location is convenient to the training activities that build and enhance those qualifications for Third Fleet ships and aircraft squadrons seeking to deploy as Aircraft Carrier Battle Groups and Amphibious Ready Groups. In any event, because this is an operational matter traditionally reserved to the discretion of the Navy, it is unlikely that the Department of Defense would direct the Commander of the Third Fleet to establish the Fleet's headquarters elsewhere in San Diego.

With respect to Submarine Squadron Eleven, the issue that will be evaluated during the BRAC 2005 process is whether that Squadron should remain at the Naval Submarine Base facilities on Point Loma or join the bulk of the Pacific Fleet's Attack Submarines at Pearl Harbor.

When the Department of Defense evaluated Naval Submarine Base San Diego in the 1995 round of Defense Base Closures and Realignments, the Pacific Fleet expressed its strong preference for keeping some Attack Submarines in San Diego to train with the San Diego-based surface ships, particularly in pre-deployment work-up's with Aircraft Carrier Battle Groups. There are fewer Attack Submarines based in San Diego now than in 1995, and the Naval Submarine Base facilities at Pearl Harbor can accommodate

additional Attack Submarines. Nevertheless, the fact remains that it is costly in terms of both time and the expenditure of nuclear reactor core material to send SSN's from Hawaii to Southern California to train with Cruisers, Destroyers, Amphibious Ships, and Aircraft Carriers based in San Diego.

If the Pacific Fleet makes the same strong case for the presence of Attack Submarines in San Diego that it made in 1995, it is unlikely that the Department of Defense would relocate those submarines to Pearl Harbor. The distance between Pearl Harbor and Point Loma has not changed, and the cost considerations are likely to remain as significant in 2005 as they were in 1995.

If, on the other hand, the Pacific Fleet changes its mind, then the five Attack Submarines will likely relocate to Pearl Harbor. If that occurs, then the Naval Submarine Training Center Detachment, the Submarine Maintenance Division of SIMA San Diego, the Nuclear Repair Detachment from Puget Sound Naval Shipyard, and the Detachment from Naval Weapons Station Seal Beach will likely be disestablished.

## **CONCLUSION**

Naval Base Point Loma has high military value by virtue of its strategic location at the entrance to San Diego Bay from the Pacific Ocean. In the threat environment that is likely to exist for the foreseeable future, this is an extremely important consideration. This base allows the Navy to protect the entrance to San Diego Bay and, consequently, the high concentration of vital Fleet assets that are based in San Diego.

Naval Base Point Loma also has high military value by virtue of its indispensable infrastructure and physical plant that serves the Fleet and is not available elsewhere.

Naval Base Point Loma has high military value by virtue of its capacity to accommodate a broad range of different commands and activities, from operational to training to research and development.

Because it is not likely that the Department of Defense will disestablish or relocate a substantial number of these commands and activities, it is unlikely that the Department would close Naval Base Point Loma in the 2005 round of Defense Base Closures and Realignment. However, there could be significant reductions if the Department relocates Submarine Squadron Eleven to Pearl Harbor and if



the Department consolidates a significant amount of work now performed by SSC San Diego with that of other Military Department laboratories and engineering centers in other parts of the country. Conversely, work from those other laboratories and engineering centers could be consolidated with the research and development and testing and evaluation activity at SSC San Diego.

SPACE AND NAVAL WARFARE SYSTEMS COMMAND  
AND  
SPACE AND NAVAL WARFARE SYSTEMS CENTER SAN DIEGO

SPACE AND NAVAL WARFARE SYSTEMS COMMAND

BACKGROUND AND PHYSICAL CHARACTERISTICS

The Headquarters of the Navy's Space and Naval Warfare Systems Command (SPAWAR) is located on Pacific Highway in the Old Town section of San Diego, just west of Interstate Highway 5. Commanded by a Rear Admiral, the Headquarters are located on Navy property in buildings that were formerly occupied by Convair, the World War II manufacturer of B-17 and B-24 aircraft, across Pacific Highway from the entrance to Marine Corps Recruit Depot San Diego.

The Space and Naval Warfare Systems Command was established in 1985 as the successor to the Naval Electronic Systems Command (NAVELEX) and is one of the Department of the Navy's three major acquisition commands. The other two are the Naval Sea Systems Command based at The Washington Navy Yard in Washington, D.C. and the Naval Air Systems Command based at Naval Air Station Patuxent River in Southern Maryland. However, in addition to assuming the NAVELEX responsibility for researching, developing and providing the Navy, the Marine Corps, and

the other Services with Command, Control, Communications and Computer (C4) systems, SPAWAR also gained responsibility for Intelligence, Surveillance and Reconnaissance (C4ISR) systems and Space Communications and Sensor systems.

The mission of SPAWAR is to provide Navy and Marine Corps forces and other Department of Defense activities with knowledge that is superior to that of their adversaries. It accomplishes this mission by developing, acquiring, delivering, and then maintaining capable, effective and integrated command, control, communications and computer and intelligence, surveillance and reconnaissance (C4ISR) systems, information technology systems, and space systems. Through research and development in these areas, SPAWAR helps Naval forces communicate and share critical information.

The Space and Naval Warfare Systems Command operates three Systems Centers that conduct C4ISR research and development: Space and Naval Warfare Systems Center San Diego, Space and Naval Warfare Systems Center Charleston, South Carolina, and Space and Naval Warfare Systems Center Norfolk, Virginia. The SPAWAR Systems Center in San Diego, located on the Point Loma peninsula, is engaged in the full range of research and development and testing and

evaluation, as well as providing engineering services and support to the Fleet, for command, control and communications systems and ocean surveillance systems. It has major responsibility for navigation, microelectronics, robotics, environmental science and marine mammal operational systems.

The SPAWAR Systems Center in Charleston designs, develops, delivers and supports integrated information systems for the Navy, the Marine Corps and the other Services as well as Federal agencies. The SPAWAR Systems Center in Norfolk provides logistics support to the operating forces and develops software for shipboard information and data base systems.

In addition to the SPAWAR Systems Centers, the SPAWAR Systems Command operates several other field activities. The mission of SPAWAR Information Technology Center, New Orleans, is to improve DoD readiness and operational capability by delivering integrated information management and technology solutions and support to DoD activities. The SPAWAR Space Field Activity, Chantilly, Virginia, provides line management staffing for the National Reconnaissance Office (NRO); coordinates Naval space research and development and acquisition activities with the NRO and other space programs; and develops space

systems that support national missions and Naval operations. The SPAWAR Naval-NRO Coordination Group ensures that the Navy is aware of reconnaissance capabilities that the NRO is developing and that the NRO is aware of the Navy's capabilities and tactical needs. The Liaison Office, based in Washington, D.C., serves as a point of contact between SPAWAR and the other Systems Commands, other parts of the Department of the Navy, and other Federal agencies.

In total, the SPAWAR Systems Command employs about 7,600 military personnel and civilians. The SPAWAR Headquarters staff at its Pacific Highway facility is composed of 111 military personnel and 547 civilians for a total of 658 employees.

#### **SPAWAR'S ACTIVITIES**

In the fall of 2002, the Department of the Navy reorganized the Space and Naval Warfare Systems Command. Its goals were to eliminate program structures that had become obsolete, ineffective and inefficient; to establish a seamless architecture that would support the acquisition of command, control, communications, computer and intelligence systems (C4I); and to ensure that the operating forces have the right information at the right time. As a result of the reorganization, SPAWAR lost

nearly all of its acquisition authority and gained new engineering authority.

To achieve its goals, the Department of the Navy established a new Program Executive Office (PEO) for C4I and Space in San Diego that is independent of SPAWAR and reports directly to the Assistant Secretary of the Navy for Research, Development and Acquisition at the Pentagon in Washington. The Department transferred the C4I acquisition authority that had been vested in SPAWAR to this new Program Executive Office. Previously, in 1999, the Department had established the Program Executive Office for Information Technology (PEO IT) in Arlington, Virginia, and gave it acquisition authority for the Navy Marine Corps Intranet. And earlier in 2002, the Department had established a new Direct Reporting Program Manager (DRPM) in Arlington, Virginia, who assumed SPAWAR's remaining responsibility for the Navy Marine Corps Intranet (NMCI).

Additionally, the Department's reorganization consolidated technical authority and systems engineering functions in SPAWAR by establishing a new department, Director of Engineering (07), and giving additional responsibility for C4I systems and FORCEnet to SPAWAR's Chief Engineer (05). With the exception of the Rear Admiral who is the Vice Commander of SPAWAR, no personnel

left San Diego, or even the SPAWAR facility on Pacific Highway, as a result of this reorganization.

Nearly all of the acquisition authority that previously resided in SPAWAR was transferred to the new Program Executive Office, and it is now the Navy's acquisition authority for command, control, communications, computer and intelligence systems. Designated PEO C4I/Space, this Office now has programmatic authority for C4I systems and manages the acquisition of these systems. Acquisition authority for the Navy Marine Corps Intranet now resides in the Program Executive Office for Information Technology (PEO IT) in Arlington, Virginia, and the Director of NMCI, the Direct Reporting Program Manager responsible for NMCI management functions who reports directly to the Assistant Secretary of the Navy. However, while the Director of NMCI (DRPM-NMCI) is based in Arlington, the engineering support for this office remains in San Diego at SPAWAR.

Three aspects of the reorganization affected the engineering activity at SPAWAR. First, the Department of the Navy established a new department at SPAWAR, which it designated Director of Engineering (07). This department will provide acquisition and engineering support to the Program Executive Offices, to the Director of NMCI, and to

SPAWAR's Chief Engineer. Second, the Department designated SPAWAR's Chief Engineer (05) as the Navy's Chief Engineer for C4I systems and changed the name of this department to C4I Chief Engineer.

Third, the Department of the Navy selected SPAWAR's Chief Engineer as the architect for the Navy's new concept of integrated Fleet operations known as FORCEnet. This concept is central to the Chief of Naval Operations' strategy for the Twenty-First Century Navy, which is known as SeaPower 21, and will also involve the Naval Network Warfare Command in Norfolk, Virginia, the Naval Sea Systems Command in Washington, and the Naval Air Systems Command in Southern Maryland.

The reorganization has had a significant impact on the structure and workload of the SPAWAR Systems Command. Before the 2002 reorganization, the Command was composed of six administrative and technical departments and five acquisition departments that each had responsibility for a discrete area of C4ISR research and development. After the reorganization, the Command was composed of six administrative and technical departments and only one acquisition department.

In particular, before the reorganization, SPAWAR Systems Command had six administrative and technical



departments: Comptroller, Contracts, Installations and Logistics, Chief Engineer, Chief Technology Officer, and Corporate Planning and Operations. It had five acquisition departments: Space Technology Systems, C2I and Combat Support Applications, Naval Networks and Information Assurance (which included responsibility for the Navy Marine Corps Intranet), Communications, and Intelligence, Surveillance and Reconnaissance.

The Space Technology Systems group was concerned with the Mobile Objective User System that engages satellites, aircraft and ships, the Ultra-High Frequency Communications Satellite program, and the GeoSat Meteorology and Oceanography Satellite program. The C2I and Combat Support Applications group was concerned with the Global Command and Control System, the Global Positioning Navigation System, Command Centers Afloat and Ashore, Tactical Data Links among aircraft and ships, and Meteorology and Oceanography Afloat and Ashore. The Naval Networks and Information Assurance group was concerned with the Information Technology 21 program, the Navy Marine Corps Intranet, and the Information Systems Security program. The Communications group was concerned with the Digital Modular Radio, the International Maritime Satellite, and Antennas. The Intelligence, Surveillance and

Reconnaissance group was concerned with ocean surveillance systems such as the Surveillance Towed Array Sensor System, the Fixed Distributed System, the Advanced Deployable System and SOSUS.

The reorganization transferred the acquisition authority for each of these areas, except Space Technology Systems, to the new Program Executive Office for C4I/Space. Previously, the Department of the Navy had transferred acquisition authority for the Navy Marine Corps Intranet to the Program Executive Office for Information Technology and the Direct Reporting Program Manager who, like the PEO C4I/Space, are independent of SPAWAR and report directly to the Assistant Secretary of the Navy for Research, Development and Acquisition.

Thus, SPAWAR is now composed of six administrative and technical departments and one acquisition department. The administrative and technical departments are: Comptroller (01), Contracts (02), Installations and Logistics (04), (there is no 03), C4I Chief Engineer (05), Science and Technology and Sea Trials (06), and Director of Engineering (07). Its one acquisition department is the Space Technology Systems group.

By contrast, the new Program Executive Office for C4I and Space is composed of thirteen Program Manager, Warfare

(PMW) departments that have assumed the work previously performed by SPAWAR's Program Director departments (PD's), which were abolished by the reorganization. This work is now being undertaken by PMW 161 (Information Systems Security/Information Warfare Defense); PMW 165 (Naval Afloat Networks); PMW 173 (Submarine Communications); PMW 176 (Navy Satellite Communications); PMW 179 (Advanced Auto Tactical Communications such as the Digital Modular Radio); PMW 151 (Naval Tactical Command Support Systems such as systems that manage parts and supplies for ships and aircraft); PMW 153 (Warfare Modeling and Simulation Systems); PMW 155 (Naval Meteorological and Oceanographic Systems); PMW 156 (Navigation Systems such as GPS); PMW 157 (Navy Command and Control Systems); PMW 159 (Advanced Tactical Data Links such as Link 11, Link 16, and the Joint Tactical Information Distribution System); PMW 166 (Naval Messaging); and PMW 189 (Naval Electronic Combat Surveillance Systems).

Thus, the C2I and Combat Support group that was assigned to PD 15 at SPAWAR is now distributed among PMW's 151, 153, 155, 156, 157, and 159 at the Program Executive Office for C4I/Space at SPAWAR Headquarters in San Diego. The Naval Networks and Information Assurance group that was assigned to PD 16 at SPAWAR is now distributed between

PMW's 161 and 165 at the Program Executive Office. The Communications group that was assigned to PD 17 at SPAWAR is now distributed among PMW's 173, 176, and 179 at the Program Executive Office. The Intelligence, Surveillance and Reconnaissance group that was assigned to PD 18 at SPAWAR is now distributed among PMW's 181, 182, and 183, which have been transferred to the Naval Sea Systems Command but remain at SPAWAR Headquarters in San Diego.

The PEO for C4I and Space, now located at the Old Town facility with SPAWAR Headquarters, consists of 51 military personnel and 135 civilians for a total of 186 employees. Its 13 Program Managers oversee 89 acquisition programs involving command, control, communications, computer, intelligence, and space-related systems. Under an operating agreement, SPAWAR Headquarters provides program management and personnel support services, such as contracting specialists, legal counsel and financial management personnel, to the Program Executive Office.

As a result of the reorganization, SPAWAR's mission remains the same, but the way it will accomplish this mission has changed. Its purpose is still to provide the Navy, the Marine Corps, the other Services and Department of Defense activities with integrated communications, information management, sensor and space systems, but it

will execute that mission in two new ways. First, it will provide engineering, technical, contracting, legal, and financial management support to the Program Executive Office for C4I/Space in San Diego; to the Program Executive Office for Information Technology in Arlington, Virginia; and to the Direct Reporting Program Manager for the Navy Marine Corps Intranet in Arlington. Second, it will develop the technical architecture for integrated C4I systems; provide engineering support for the development of these systems; and execute the programs that will deliver these systems.

#### **MILITARY VALUE**

The Space and Naval Warfare Systems Command is one of the Department of the Navy's three systems commands. As a result of the 1995 round of Defense Base Closures and Realignments, its headquarters moved from Arlington, Virginia, to San Diego. The underlying rationale was that this relocation would enable the Navy to eliminate management layers and enhance productivity by placing the headquarters with most of its subordinate staff. The Systems Command is now located in the same city as its largest field activity and principal research and development component, SPAWAR Systems Center San Diego.

During the 1995 round, however, the Laboratory Joint Cross Service Group, an analytic group within the Department of Defense, recommended consideration of a joint Command, Control, Communications, Computer and Intelligence (C4I) acquisition organization. But the Secretary of Defense did not submit any recommendations in support of a joint C4I organization. Consequently, the 1995 Defense Base Closure and Realignment Commission found the Laboratory Joint Cross Service Group's recommendation incompatible with the Secretary's position and recommended instead that SPAWAR headquarters move from Arlington to San Diego.

The Department of Defense has declared that it will revisit this issue in the 2005 round of Defense Base Closures and Realignments. In policy guidance to the Military Departments dated November 15, 2002, the Secretary of Defense stated that a primary objective of BRAC 2005 is to examine and implement opportunities for greater joint activity and directed that functions that are common across the Services (e.g., C4I activities) must be analyzed on a joint basis. Significantly, the Secretary also noted that prior BRAC analyses had considered all functions on a Service-by-Service basis that did not result in the joint examination of functions that cross the Services.

To this end, the Secretary established the Infrastructure Steering Group, to be chaired by the Under Secretary of Defense for Acquisition, Technology and Logistics and to consist of the Vice Chairman of the Joint Chiefs of Staff, the Assistant Secretaries of the Army, Navy and Air Force responsible for installations and environmental issues, the Vice Chiefs of each of Military Services, and the Deputy Under Secretary of Defense for Installations and Environment. This Group will oversee joint cross-service analyses of common business-oriented support functions.

The Secretary's Memorandum reveals DoD's early focus on finding opportunities for greater joint activity in the common business-oriented business functions such as research and development and test and evaluation organizations. Specifically, the Department must recommend the cross-service functions to be examined as candidates for consolidation in joint activities and develop common metrics to be applied to those cross-service analyses by mid-April 2003. When adopted, these recommendations and metrics will provide the foundation for making future reductions in cross-service functions that duplicate or overlap with each other, such as C4I research and development and test and evaluation activities.

The implication for the Navy's C4I research and development activities is clear. In the 2005 round, the Department of Defense will rigorously examine the extent to which the Military Departments are overlapping and duplicating research and development and testing and evaluation in matters involving command, control, communications and computers and intelligence, surveillance and reconnaissance. While much of the Navy's C4I research and development directly supports Navy and Marine Corps operations, it is also engaged in C4I projects that could overlap or duplicate some Army and Air Force projects.

Additionally, the reorganization of SPAWAR in 2002 and previous organizational changes have removed nearly all of its acquisition authority; transferred it to independent offices that are not part of the SPAWAR organization; and left SPAWAR with largely administrative and technical engineering responsibilities for the Navy's C4I program. This reorganization suggests the possibility that, in the future, the Space and Naval Warfare Systems Command could be merged with the Naval Sea Systems Command and/or the Naval Air Systems Command or, perhaps, absorbed into one new Navy Systems Command that would be composed of the three existing systems commands. Alternatively, all or parts of SPAWAR and PEO C4I/Space could be merged into a



new DoD-wide C4I agency that would be established along the lines of the 1995 Laboratory Joint Cross Service Group's recommendation. Thus, if the Department of Defense pursues consolidation of its C4I activities as vigorously as the Secretary's Memorandum of November 15, 2002, suggests, it is likely that some or all of the SPAWAR and PEO C4I/Space workload in San Diego would be affected.

However, even after the reorganization, SPAWAR continues to perform important C4I work and has, in fact, gained new responsibilities. It provides engineering and technical expertise as well as administrative support to the Program Executive Office responsible for the acquisition of integrated C4I systems. It is the Navy's Chief Engineer for C4I systems. It is the Navy's architect for FORCEnet, the future of Fleet operations in the Twenty-First Century. And it remains in charge of the Systems Centers in San Diego, Charleston and Norfolk and the field activities in New Orleans and Chantilly.

Furthermore, the demand from the Fleet for C4I systems is strong, and the Navy's San Diego-based C4I activities constitute the bulk of its acquisition initiatives in this area. Thus, regardless of how the Department of Defense ultimately organizes its C4I acquisition activities, the workload will remain substantial, even if consolidation

results in some reductions. In particular, the acquisition oversight that PEO C4I/Space provides and the administrative and technical engineering support that SPAWAR provides to PEO C4I/Space, PEO IT, and DRPM-NMCI, as well as the other C4I and FORCEnet engineering responsibilities that SPAWAR has assumed, will continue to be important. Consequently, if consolidation occurs, the key decision will be selection of the places where C4I acquisition work will be performed, and there are several reasons why San Diego should be one of those places.

San Diego is an ideal venue for those engaged in C4I research and development. They have convenient access to the Fleet, from which they can gather information about the performance of existing C4I systems and about capabilities that the operating forces will likely require in future C4I systems. They also have convenient access to the extraordinary range of intellectual capital that resides in academic institutions in San Diego and throughout California and in the high technology companies, particularly those involved with information technology, that have a substantial presence in the San Diego area. This combination of scientists, engineers and technicians from the Navy, from academic institutions, and from private sector enterprise creates a C4I research and development

hub that is unique in the country and directly supports both ongoing C4I programs and the FORCEnet program.

### **CONCLUSION**

The partnership between the PEO for C4I/Space and SPAWAR provides the Fleet with the most certain prospect that these complex systems will be developed, built, delivered, installed and maintained in a timely, cost-effective and efficient manner. The PEO supplies program management expertise, and SPAWAR supplies engineering, technical and administrative support to their joint endeavors. Thus, from a scientific perspective, it would be difficult to justify separating these two teams. It would also be difficult, from economic and social perspectives, to justify separating them. In light of SPAWAR's change of venue in 1995, from Arlington, Virginia, to San Diego, California, any move from San Diego would impose substantial burdens on the scientists, engineers and technicians who work at PEO C4I/Space and SPAWAR. Consequently, irrespective of whether this PEO and SPAWAR are merged with one or more other Navy systems commands or a DoD-wide agency or remain separate entities working in partnership, it is unlikely that the Department of Defense would move all of the Navy C4I acquisition and engineering activities from San Diego to other places.

It is, however, possible that some of this work could be consolidated with similar C4I acquisition activity in the other Military Departments or in a new DoD-wide agency. Conversely, DoD could transfer C4I acquisition work from the other Military Departments to the PEO and SPAWAR in San Diego or DoD could direct that the C4I acquisition work absorbed by a new DoD-wide agency will be performed in San Diego by personnel now at PEO C4I/Space and SPAWAR.

Thus, it will be important to emphasize the significance of the close relationship between PEO C4I/Space and SPAWAR and the important professional relationships between these organizations and the intellectual capital that resides in the San Diego area. The vitality of these relationships produces the energy that drives production and delivery of the complex and technologically superior command, control, communications, computer and intelligence systems that the Armed Forces require in the Twenty-First Century.

#### **SPACE AND NAVAL WARFARE SYSTEMS CENTER SAN DIEGO**

##### **BACKGROUND AND PHYSICAL CHARACTERISTICS**

Space And Naval Warfare Systems Center (SSC) San Diego is the Department of the Navy's principal research and development, test and evaluation, and engineering and Fleet support center for command, control, and communications

systems and ocean surveillance systems. Commanded by a Navy Captain, the SSC San Diego facilities are spread throughout the southern end of the Point Loma peninsula in the areas known as Bayside (along San Diego Bay east of Rosecrans Street); Topside (along the top of the Point Loma ridge on the east side of Cabrillo Memorial Drive); Cliffside (along the top of the Point Loma ridge on the west side of Cabrillo Memorial Drive); and Seaside (on a plateau just above the Pacific Ocean along Woodward Road). The Headquarters of SSC San Diego are located in the Topside buildings. Its Fleet support personnel occupy facilities at SPAWAR Headquarters on Pacific Highway.

The Systems Center traces its origins to the U.S. Navy Radio and Sound Laboratory, which was established on Point Loma in 1940 as the Navy's first West Coast laboratory. The Center occupies about 12 major buildings and many smaller buildings throughout the southern end of Point Loma.

These buildings contain laboratories that are engaged in a wide array of scientific endeavors such as basic electronic research, microelectronics, navigation technology, sensor development, computer science, communications networking, tactical data link integration, environmental sciences and testing, human-computer

interface technology, calibration and robotics. The Systems Center can also connect and integrate these laboratories and replicate Fleet systems such as the information processing systems on board ships.

Systems Center San Diego employs about 100 military personnel and 3,300 civilians, of whom about 3,000 are located in San Diego, and it has an annual operating budget of about \$1.3 Billion. Most of its personnel are engineers, scientists, and technicians working to advance information technology and systems; to develop C4ISR solutions to challenges facing Navy and Marine Corps operating forces; and to maintain existing information systems.

The Department of the Navy does not fund the missions of its laboratories and engineering centers (e.g., SSC San Diego) as it does those of its operational commands and systems commands such as SPAWAR, the Naval Sea Systems Command and the Naval Air Systems Command. The Systems Center is a "Navy Working Capital-Funded" organization rather than a "Mission-Funded" organization. Thus, SSC San Diego must operate as a business and generate its own working capital to fund its activities. To do this, it must attract customers from the Department of Defense (e.g., the Defense Advanced Research Projects Agency), the

Department of the Navy (e.g., SPAWAR, the Naval Sea Systems Command and the Naval Air Systems Command), and private sector entities (e.g., corporations engaged in defense-related research and development and testing and evaluation).

Over the years, SSC San Diego has received substantial funding from the Department of the Army, the Department of the Air Force, the Marine Corps, the Coast Guard, the Central Intelligence Agency, the Federal Bureau of Investigation, the Border Patrol, and other Federal agencies that require information technology to carry out their missions. The Systems Center contracts out more than half of its annual operating budget of about \$1.3 Billion, and it has served as the contracting agent for organizations such as the Defense Advanced Research Projects Agency.

In course of its contracting activities, SSC San Diego has funded contracts and grants to commercial research companies and universities around the country including San Diego State University and the University of California at San Diego. Through various cooperative programs, such as the Center for the Commercialization of Advanced Technology, SSC San Diego maintains relationships with

local universities and private companies that are developing defense-related technologies.

Systems Center San Diego has subordinate activities at Pearl Harbor, Hawaii (SPAWAR Systems Activity Pacific); Barrigada, Guam (SPAWAR Systems Facility Pacific); Yokosuka, Japan (SPAWAR Systems Facility Pacific); Bahrain (SSC San Diego Bahrain Detachment), and Philadelphia, Pennsylvania (SSC San Diego Philadelphia Detachment).

#### **SSC SAN DIEGO'S ACTIVITIES**

In particular, SSC San Diego is responsible for developing technology that will collect, transmit, process, display and manage information that is essential to protect Naval forces and enable them to carry out their operational missions. This technology provides sensors to track submarines, surface ships and aircraft; communications networks and data links to transmit information; navigation systems to locate positions with precision; and command and control systems to process and display tactical information for officers in command.

The systems engineering and integration functions are central to SSC San Diego's mission and rely upon its research programs in atmospheric physics, electro-optics, underwater acoustics, engineering psychology, signal propagation and processing, artificial intelligence,



material sciences, microelectronics, chemical oceanography, and environmental and biological sciences.

The Assistant Secretary of the Navy for Research, Development and Acquisition has assigned the following formal leadership areas to SSC San Diego: Command, Control and Communications Systems; Command, Control and Communications Systems Countermeasures; Command, Control and Communications Modeling and Analysis; Ocean Surveillance Systems; Ocean Engineering; Navigation Support; Marine Mammals; and Integration of Space Communications and Surveillance.

The Center is significantly involved in the following technology areas that complement its initiatives in the leadership areas: Communications and Networking; Command Systems; Computer Technology; Microelectronics; Topside Design/Antennas; Ocean and Littoral Surveillance; Navigation and Aircraft Command, Control and Communications; Intelligence, Surveillance and Reconnaissance Sensors; Assessment of Atmospheric Effects; and Assessment of Environmental Quality.

The Center manages about 1,000 programs that develop capabilities to collect, process, display and transfer information that is critical to mission performance. These C4ISR programs fall into seven functional categories.

The Sensing and Data Acquisition programs gather data about the physical and cyber world through photographic, human, electromagnetic, acoustic/seismic, olfactory and other means. These systems can be installed on satellites and aircraft or on deployed and dispersed tactical probes and sensor fields, such as the tactical systems on ships, aircraft and unmanned vehicles. Examples include ocean surveillance systems such as the Surveillance Towed Array Sensor System and the Deployable Autonomous Distributed System.

The Communications program develops communications systems that allow rapid user access to all other relevant users and to sources of information required to carry out missions and functions in joint, allied and coalition operations involving shore bases, surface ships, submarines and aircraft. Examples include the Joint Tactical Information Distribution System, UHF, SHF, and EHF Satellite Communications systems, and Submarine Communications systems.

The Information Access program seeks ways for military units to access the right information at the right time, wherever they are located and without requiring high technical skills. Examples include Command Center Technology, the Command Center of the Future, the

Information Operations Center of the Future, and the Joint Tactical Information Distribution System.

The Information Operations/Assurance Capabilities program seeks ways to protect electronic information systems from attack, whether by hackers or computer viruses. Examples include the Intrusion, Detection, Assessment and Recovery Program, the Information Operations Center of the Future, and the Automated Information Systems Security Assist Team.

The Situational Awareness program develops systems that present an accurate picture of the battlespace that is consistent spatially, temporally and in terms of content at each level that views it. Examples include the Global Command and Control System-Maritime, the NAVSTAR Global Positioning System and Tactical Cryptologic Systems.

The Collaboration program provides tools that allow variously located military units to plan and work collaboratively. In particular, these tools enable geographically dispersed users to conduct on-line planning, coordination and execution of common missions. An example is the Automated Digital Network System.

The Resource Planning program develops systems that allow military forces to manage their resources, i.e., people, data, information, platforms and weapons. Examples

include the Multi-Modal Watch System and the Meteorology and Oceanography (METOC) Systems.

The work of SSC San Diego is organized in five departments that reflect the range of its business and scientific endeavors. The Science, Technology and Engineering Department is composed of 29 civilians and three military personnel. It is responsible for Corporate Business Development, the Corporate Technical Vision, Internal Research and Development Initiatives, Technology Transition Initiatives, Fleet and Joint Experimentation, Teaming with Industry, Systems Engineering Core Competency, and Operational Support and Liaison with the Marine Corps.

The Navigation and Applied Sciences Department is composed of 424 civilians and four military personnel. It is responsible for Ocean Survey Systems that support Fleet Ballistic Missile Submarines; the Design, Development and Testing of Global Positioning System Receivers; Navigation Sensors and Systems; Air Space Management and Control Systems; Marine Mammal Technology; Environmental Quality Technology; Security, Surveillance, and Robotics Systems; and Antisubmarine Warfare Tactical Training and Decision Aids.

The Command and Control Department is composed of 637 civilians and 11 military personnel. It is responsible for

Advanced Concepts and Engineering, Command and Intelligence Systems, Simulation and Human Systems Technology, and Tactical Systems Integration and Interoperability.

The Fleet Engineering Department is composed of 453 civilians and 17 military personnel. It is responsible for C4ISR Fleet Support and System Integration, C4ISR Ship and Shore Installation, Ship and Shore In-Service Engineering, Software Support, Integrated Logistics and Training, Design Engineering Services for Environmental Tests, and Test Engineering, Production and Restoration.

The Intelligence, Surveillance and Reconnaissance Department is composed of 500 civilians and 14 military personnel. It is responsible for Undersea Surveillance activities such as Sensor Development, Prototyping and Modeling, Signal and Information Processing, and Autonomous and Remote Sensing. It is also responsible for Ocean Engineering activities such as Manned and Unmanned Intelligence, Surveillance and Reconnaissance Systems and Sensors, Imaging and Visualization. It is responsible for Surface and Aerospace Surveillance activities such as the Tactical and Intelligence Systems and Surveillance Sensor Development. It is responsible for Signals Warfare activities such as Cryptological Systems and Information Operations. And it is responsible for Intelligence,

Surveillance and Reconnaissance Integration and Data Fusion activities such as Sensor Information Management and Integration and Mission Planning.

The Communications Department is composed of 609 civilians and 15 military personnel. It is responsible for Communications Systems Development and Fleet Support, Information Systems Development, Joint/Allied Communications Interoperability, Structured Software Development, Integrated Systems Modeling and Simulation, Advanced Technology Development and Insertion, Information Operations-Defense, and Interior/Exterior Networks and Management.

The SSC San Diego Activity Pacific at Pearl Harbor, Hawaii, is composed of 214 civilians and three military personnel. It is responsible for Fleet Support and C4I Systems Integration for the Commander of the Pacific Fleet and subordinate commands; C4I Systems Integration for the Commander of the Pacific Command and other joint commands in that region; and Information Technology Engineering, Security and On-Site Systems Integration.

#### **MILITARY VALUE**

The military value of SSC San Diego is high. It is engaged in the full range of research and development and testing and evaluation as well as engineering regarding

C4ISR technologies from basic science through production and from installation on board surface ships, submarines and aircraft through life-cycle maintenance. It has developed new concepts in information technology that directly support the Fleet and it regularly participates in Navy and Marine Corps experimentation programs that are designed to develop new technologies for the operating forces.

The Systems Center installs C4ISR technology on board Navy ships operating in the Pacific and Indian Oceans and has in-service engineering facilities in San Diego, Hawaii, Guam and Japan that maintain and repair the equipment it has installed throughout its service life. The Center has also developed command center technology for the headquarters of the U.S. Pacific Command, the Joint Forces Command, the U.S. Strategic Command and the U.S. Space Command.

However, the same considerations apply to SPAWAR Systems Center San Diego as to SPAWAR Headquarters. Although much of SSC San Diego's work directly supports Navy and Marine Corps operations, it is engaged in C4ISR work that is similar to C4ISR projects in which its Army and Air Force counterparts on the East Coast (which are "mission-funded" by their respective Military Departments)

are engaged. Thus, to the extent that SSC's projects duplicate or overlap with projects in which Army and Air Force laboratories are engaged, the Department of Defense will likely consider consolidating them with the similar work being performed at one or more of those laboratories. Conversely, the Department of Defense will also consider consolidating the similar Army and Air Force projects with the R&D and T&E ongoing at SSC San Diego.

The distinguished scientific achievements of SSC San Diego and the fact that the Center conducts its endeavors on a business basis supply a solid foundation from which to advance arguments that could result in consolidation of some Army and Air Force C4ISR projects at SSC San Diego. Consequently, it is important to identify the SSC San Diego work that is unique to the Navy, e.g., ocean surveillance, and the Army and Air Force C4ISR work that SSC San Diego could absorb. Additionally, it is important to highlight the business basis upon which SSC San Diego operates and the cost savings and efficiencies that result from such an operation as compared with the "mission-funded" Army and Air Force laboratories.

### **CONCLUSION**

The military value of SSC San Diego is high, because the research and development and testing and evaluation



that it conducts contributes substantially to transformation of the Armed Forces for the Twenty-First Century. One of the goals of transformation is to integrate the operations of the Army, Navy, Marine Corps, and Air Force so that they can operate together seamlessly as joint forces, and technology is the key that opens the door to seamless joint operations.

Central to the ability of the Army, Navy, Marine Corps, and Air Force to operate together as one military force are the technical capabilities to communicate with each other; to gain information about their adversaries; and to exchange information with each other seamlessly. Developing systems that convey these communications and detect strategic and tactical information is precisely the mission and the primary competence of SSC San Diego. The technologies that SSC San Diego is investigating and the command, control, communications and intelligence, surveillance and reconnaissance systems that it is developing are undeniably the very products that the Department of Defense needs to transform the Nation's military force from a large number of specialized units that can be aggregated to project force into a truly joint force that operates as one military unit.

Consequently, SSC San Diego is well positioned to claim a substantial share of the transformation workload that is likely to dominate the Department of Defense's list of priorities for the foreseeable future, particularly in light of the business basis upon which it operates. In addition, much of its work is not duplicated elsewhere and can best be performed in San Diego. These facts should provide SSC San Diego with a competitive edge when DoD is evaluating the future of its C4ISR research and development laboratories.

## NAVAL WEAPONS STATION SEAL BEACH-DETACHMENT FALLBROOK

### BACKGROUND

Naval Weapons Station Seal Beach is located just east of the port facilities at the Port of Long Beach, California. Commanded by a Navy Captain who is also the Assistant Chief of Staff for Weapons to Commander, Navy Region Southwest, in San Diego, Naval Weapons Station Seal Beach stores and maintains ordnance for the Pacific Fleet and is the Navy's primary West Coast ordnance storage and loading facility. Naval Weapons Station Seal Beach has three Detachments: Detachment Concord, Detachment Fallbrook, and Detachment San Diego. The Weapons Station and its Detachments complement each other in providing various weapons storage, loading and maintenance services to the Pacific Fleet.

Naval Weapons Station Seal Beach covers about 5,000 acres and has 56 miles of railroad track for 130 rail cars and locomotives. There are 220 buildings and 127 ordnance magazines on the base. The magazines contain about 589,300 square feet of ordnance storage space. Cruisers, Destroyers, Frigates, and medium-sized Amphibious Ships take on missiles, torpedoes, and conventional ammunition at its 1,000-foot wharf, and larger ships can take on ordnance

at an anchorage in Long Beach Harbor. The Weapons Station loads and unloads about 100 Naval vessels each year.

Detachment Concord, located on Suisin Bay, about 30 miles northeast of San Francisco, has a mission that differs from those of the Weapons Station and its other Detachments. Concord's mission is to load large quantities of weapons and equipment on board Cargo and Prepositioning ships, rather than to load small amounts of weapons on board Navy Combatant, Amphibious and Supply vessels.

Detachment Concord is composed of a tidal area where the port facilities are located and an inland area where the magazines are located. The tidal area covers 7,701 acres, and the inland area covers about 5,200 acres. The base has 134 buildings and three piers. There are 101 miles of railroad track and 79 miles of roadway on the base. Designed for bulk quantity operations, it is equipped with one floating crane, seven shore cranes, one superstacker, one Rough Terrain Container Handler, and 342 forklifts.

Detachment Concord's port operations are currently managed by the Department of the Army's Military Traffic Management Command, and its tidal area is now known as Military Ocean Terminal Concord. The inland area property has been placed in a reduced operational status.

Detachment Fallbrook, located adjacent to the eastern side of Marine Corps Base Camp Pendleton, covers 8,851 acres of land in the northwest corner of San Diego County. It is the primary source of ordnance for Amphibious Ships of the Pacific Fleet and for Marine Corps units assigned to the First Marine Expeditionary Force. It also supplies air-launched missiles used by Pacific Fleet aviation units.

Detachment San Diego is located at the Naval Submarine Base facilities on Naval Base Point Loma. It stores, maintains and loads Mark 48 torpedoes, Tomahawk missiles, small arms, pyrotechnics and countermeasures for use on board the Attack Submarines based at Point Loma.

#### **PHYSICAL CHARACTERISTICS**

Naval Weapons Station Seal Beach-Detachment Fallbrook covers 8,851 acres of land in the northwest corner of San Diego County. It is located adjacent to the eastern side of Marine Corps Base Camp Pendleton, about 40 miles north of downtown San Diego and about 20 miles inland from the Pacific Ocean.

Detachment Fallbrook has 119 buildings and 187 ordnance magazines that provide about 564,081 square feet of storage space for ordnance. There are about 121 miles of roads on the base. About 365 military personnel and civilians work at the base, and the Navy estimates that it

has an annual economic impact on the region in the range of about \$9 Million.

#### **COMMANDS, ACTIVITIES AND FACILITIES ON THE BASE**

The Director of Naval Weapons Station Seal Beach-Detachment Fallbrook is a civilian who reports to the Commanding Officer of Naval Weapons Station Seal Beach. Detachment Fallbrook has three missions. First, it supplies ordnance and ammunition to Pacific Fleet Amphibious Assault Ships based at Naval Station San Diego. Second, it supplies ordnance and ammunition to Marine Corps units assigned to the First Marine Expeditionary Force at Camp Pendleton for training activities and when they deploy overseas. Third, it stores, maintains and supplies air-launched missiles for all Pacific Fleet aviation units.

In the case of supplying Amphibious Ships, ordnance can be taken by truck from Fallbrook to Marine Corps Air Station Camp Pendleton where it can be loaded on board CH-46E and CH-53E helicopters. These helicopters can then fly the ordnance to Amphibious Assault Ships (LHA's and LHD's), operating off the coast of Southern California in an evolution called Vertical Replenishment (VERTREP).

Detachment Fallbrook is the West Coast's only Air-Launched Missile Production and Storage Facility. Missiles launched from aircraft, such as the Sidewinder and Maverick

missiles, are inspected, maintained, certified and stored at the Fallbrook facility, and it is the only facility on the West Coast that performs maintenance on air-launched missiles.

The AIM-9 Sidewinder missile is a short-range air-to-air missile that can be carried by Navy and Marine Corps F/A-18 Hornets and Navy F-14 Tomcats on board Aircraft Carriers and by Marine Corps AH-1W Cobra helicopters and AV-8B Harrier jet aircraft on board Amphibious Assault Ships. The AGM-65 Maverick missile is an air-to-surface tactical missile that can be carried by Navy and Marine Corps F/A-18's on board Aircraft Carriers and by Marine Corps AV-8B Harriers on board Amphibious Assault Ships.

The Marine Corps Programs Department, which is associated with Naval Surface Warfare Center, Crane Division, based in Crane, Indiana, is a tenant on the base. This Department is a quality assurance, test and evaluation facility that typically conducts field tests of weapons and ordnance, including failure analyses of firearms and ammunition that have not performed to specifications. The Department also provides technical services and support for weapons systems; evaluates those systems; and assesses their readiness.

### **MILITARY VALUE**

Naval Weapons Station Seal Beach-Detachment Fallbrook has high military value. First, it is the only secure place to store ordnance and ammunition south of Seal Beach. Second, it supplies ordnance to Amphibious Assault Ships of the Pacific Fleet homeported at Naval Station San Diego. Third, it supplies ordnance to the First Marine Expeditionary Force at Marine Corps Base Camp Pendleton. Fourth, it supplies ordnance to Marine Corps aviation units at Marine Corps Air Station Miramar and Marine Corps Air Station Yuma. Fifth, it supplies ordnance to Navy aviation units at Naval Air Station Lemoore and Naval Air Station Fallon. Sixth, it stores and maintains missiles that are launched from Navy and Marine Corps aircraft.

### **DETACHMENT FALLBROOK'S RELATIONSHIPS WITH OTHER MILITARY BASES IN THE REGION**

Detachment Fallbrook supports units based at Naval Station San Diego, Marine Corps Base Camp Pendleton, Marine Corps Air Station Miramar, Marine Corps Air Station Yuma, Naval Air Station Lemoore and Naval Air Station Fallon.

In particular, Amphibious Assault Ships homeported at Naval Station San Diego obtain ordnance and ammunition from Detachment Fallbrook. The F/A-18 Hornets based at Marine Corps Air Station Miramar, Naval Air Station Lemoore, and



Naval Air Station Fallon rely upon Detachment Fallbrook to store, maintain and supply air-launched missiles that they can carry, i.e., Sidewinders and Mavericks. The AH-1W Cobra helicopters based at Marine Corps Air Station Camp Pendleton rely upon Detachment Fallbrook to store, maintain and supply the Sidewinder missiles they can carry. The AV8-B Harriers based at Marine Corps Air Station Yuma also rely upon Detachment Fallbrook to supply Sidewinder and Maverick missiles.

#### **CONCLUSION**

Naval Weapons Station Seal Beach-Detachment Fallbrook is the only secure place to store ordnance and ammunition south of Seal Beach, and there are 187 ordnance magazines situated throughout the 8,851-acre property.

Detachment Fallbrook is conveniently located near the important units it serves, i.e., Naval Station San Diego's Amphibious Assault Ships; Marine Corps Base Camp Pendleton's First Marine Expeditionary Force; Marine Corps Air Station Camp Pendleton's AH-1W Cobra helicopter squadrons; Marine Corps Air Station Miramar's F/A-18 Hornet squadrons; Marine Corps Air Station Yuma's AV-8B Harrier squadrons; Naval Air Station Lemoore's F/A-18 Hornet squadrons; and Naval Air Station Fallon's F/A-18 Hornet squadrons.

Detachment Fallbrook stores and maintains air-launched missiles. It is the source of the Sidewinder and Maverick missiles carried by Pacific Fleet aviation units.

Therefore, it is unlikely that the Department of Defense would close Detachment Fallbrook or significantly reduce its operations in the 2005 round of Defense Base Closures and Realignments.

## NAVAL MEDICAL CENTER SAN DIEGO

### BACKGROUND

Naval Medical Center San Diego (NMC) is located in the City of San Diego, just west of Balboa Park, and is known colloquially as Balboa. Commanded by a Rear Admiral in the Medical Corps of the Navy, its three missions are to deliver quality health care services to the Armed Forces; to maintain medical readiness; and to advance military medicine through education, training and research.

The Naval Medical Center is also a tertiary referral center for Tricare Region Nine. The Tricare Program is the Department of Defense's military health benefits program for active duty members of the uniformed services and their families and retired members and their families. This program combines the health care resources of each of the Military Departments and supplements them with civilian health care resources.

The Department of the Navy has maintained a medical presence in San Diego since 1914 and built the first Naval Hospital there in 1922. The present Naval Medical Center facility was commissioned in 1988. Naval Medical Center San Diego provides a broad range of services in nearly every aspect of medical care. The only medical services that it does not offer are: a Burn Unit, a Trauma Center, a

Transplantation Center, a Skilled Nursing Facility, a Long-Term Rehabilitation Unit, and an Adolescent In-Patient Psychiatry Unit.

#### **PHYSICAL CHARACTERISTICS**

Naval Medical Center San Diego is situated on 79 acres of property located in the City of San Diego, just west of Balboa Park. The main building is five stories high, and the Medical Center has 353 beds, of which 282 are active beds. The Medical Center staff consists of 3,072 military personnel and 1,313 civilians for a total of 4,385 staff members.

The Medical Center operates Branch Medical Clinics at several Navy and Marine Corps bases in the San Diego area. In particular, NMC San Diego operates clinics at Naval Station San Diego, the former Naval Training Center San Diego area near Point Loma, Naval Air Station North Island, Naval Amphibious Base Coronado, Marine Corps Air Station Miramar, Marine Corps Recruit Depot San Diego, and Naval Air Facility El Centro. The Navy estimates that NMC San Diego has an annual economic impact on the region in the range of \$400 Million.

**COMMANDS, ACTIVITIES AND FACILITIES ASSOCIATED  
WITH NAVAL MEDICAL CENTER SAN DIEGO**

Naval Medical Center San Diego serves active duty military personnel and their dependents and military retirees in the San Diego area. As described above, NMC San Diego operates Branch Medical Clinics at Navy and Marine Corps bases in San Diego and at El Centro.

The Beneficiary Population of NMC San Diego, defined as those who reside within a 40-mile radius of San Diego, amounts to 255,380 people, and the Tricare Prime Enrollment (a category of health maintenance organization for military personnel) amounts to 127,870 people. During the year 2002, there were 18,457 admissions to NMC San Diego, and the average length of a patient's stay at the hospital was 3.49 days. There were 712,923 outpatient visits to the hospital during the year 2002.

On an average day in 2002, Naval Medical Center San Diego received 2,710 ambulatory visits and treated 148 Emergency Room patients and 213 in-patients. Ten babies were delivered, and 5,139 prescriptions were dispensed. On average, the Naval Medical Center served 2,700 meals daily.

Its eligible beneficiaries came from the NMC San Diego area (255,380); the Naval Hospital Camp Pendleton area (126,230); and Southern California's Region Nine Tricare

area (616,578). During the first quarter of Fiscal Year 2003, 29 percent of the patients that NMC San Diego served were Active Duty military personnel (72,834); 27 percent were family members of Active Duty personnel (70,235); 16 percent were Retired military personnel (40,317); 21 percent were family members of Retired military personnel (53,853); and 7 percent fell into other categories such as foreign military personnel on duty in San Diego. The total number of patients served during this period was 255,380.

The Medical Education Directorate at Naval Medical Center San Diego operates the largest Graduate Medical Education program in the Navy. It presents a curriculum tailored to military medicine and has a Clinical Investigation Program, a Continuing Medical Education Program, a Surgical Training Laboratory, and a Department Head Fundamentals Course.

The Naval Medical Center also provides medical personnel to support other medical activities. There are 1,939 billets authorized and 1,691 personnel assigned to these various activities. In particular, NMC San Diego provides staffing for the Pacific Fleet's Casualty Receiving Trauma Ship (CRTS), which is a "big-deck" Amphibious Ship such as an LHA or an LHD that is deployed or ready to deploy and has been designated as the ship that

will handle casualties for the deployed forces. This duty rotates among the Amphibious Assault Ships based upon their deployment schedules, and there are 250 billets authorized and 228 medical personnel assigned to this duty.

Naval Medical Center San Diego also provides medical staffing for ten field hospitals operated by the Marine Corps. There are 337 billets authorized and 328 personnel assigned to this duty. The Medical Center also provides staffing for the Naval Hospitals at Camp Pendleton and Bremerton, Washington. There are 201 billets authorized and 144 personnel assigned to this duty.

Naval Medical Center San Diego also provides medical staffing for the U.S. Naval Hospital Ship Mercy (T-AH-19), which has a capacity of 1,000 beds. There are 1,136 billets authorized and 979 personnel assigned to this duty. Finally, NMC San Diego provides medical personnel to the Marine Corps' First Marine Aircraft Wing, which is based in Japan. There are 15 authorized billets and 12 personnel assigned to this duty.

In addition, about 700 members of the Naval Reserve attend training annually at NMC San Diego and support the Medical Center. These Reservists are organized in Detachments based in California, Arizona and Hawaii: Detachment A is at NMC San Diego; Detachment B is in

Phoenix; Detachment C is in Fresno; Detachment D is in Honolulu; Detachment E is at NAS Point Mugu; Detachment F is at NAS North Island; and Detachment G is at NAS Lemoore. In Fiscal Year 2002, these Navy Reservists contributed 12,450 work days to Naval Medical Center San Diego.

#### **MILITARY VALUE**

The military value of Naval Medical Center San Diego is high. It is a modern full-service hospital that treats the broadest array of medical conditions. It is also a teaching hospital with the largest graduate medical education program in the Navy.

Naval Medical Center San Diego serves a large population of active duty and retired military members and their families who live in the San Diego area and as far as 40 miles away from the hospital. It operates Branch Medical Clinics at Navy and Marine Corps bases throughout the San Diego area, and it provides medical personnel to a variety of deployed units such as Amphibious Assault Ships, Marine Corps Field Hospitals, the Naval Hospitals at Camp Pendleton and Bremerton, the Hospital Ship Mercy, and Marine aviation units in Japan.

For all of these reasons, Naval Medical Center San Diego is an essential component of the Navy-Marine Corps complex in San Diego. It is integrated with all of the



operating forces based in San Diego and they rely upon its expertise and convenience for their medical care and that of their families. It is also an essential part of the lives of retired service members who live in San Diego and likewise depend upon its expertise and convenience.

### **CONCLUSION**

In previous rounds of Defense Base Closures and Realignment, the Department of Defense generally closed Naval Hospitals in places where it also closed all of the operational bases, e.g., Naval Hospital Long Beach (1991 round), Naval Hospital Oakland (1993 round), and Naval Hospital Orlando (1993 round). The Department is unlikely significantly to reduce the presence of Navy and Marine Corps operating forces in San Diego in the 2005 round of closures. Therefore, because Naval Medical Center San Diego is an integral and vital part of the Navy-Marine Corps complex in San Diego, it is unlikely that the Department of Defense would close Naval Medical Center San Diego or significantly reduce its operations in the 2005 round of Defense Base Closures and Realignment.

**STRATEGIES FOR RESPONDING TO THE PROSPECT  
OF ANOTHER ROUND OF DEFENSE BASE CLOSURES AND REALIGNMENTS  
IN THE YEAR 2005**

**THE DEPARTMENT OF DEFENSE'S APPROACH TO BRAC 2005**

In his Memorandum dated November 15, 2002, the Secretary of Defense issued policy guidance to the Department of Defense, the Military Departments, and the Joint Chiefs of Staff concerning the 2005 round of Defense Base Closures and Realignments. Captioned "Transformation Through Base Realignment and Closure," this Memorandum provides an insight into the direction the Department of Defense is likely to take when implementing another round of closures and realignments in 2005.

The Department of Defense is engaged in the process of transforming the Armed Forces to meet the challenges of the Twenty-First Century, and the Secretary linked this process to base closure and realignment when he stated in the Memorandum: "New force structures must be accompanied by a new base structure." Thus, BRAC 2005 must not only "eliminate excess physical capacity;" it also "should be the means by which we reconfigure our current infrastructure into one in which operational capacity maximizes both warfighting capability and efficiency." The Secretary observed that "BRAC 2005 can make an even more

profound contribution to transforming the Department by rationalizing our infrastructure with defense strategy."

The Secretary directed the Department to begin the BRAC 2005 process immediately and he established two groups to oversee and conduct BRAC 2005. The Infrastructure Executive Council (IEC) will be the policy making and oversight body for the entire BRAC 2005 process. It will be chaired by the Deputy Secretary of Defense and composed of the Secretaries of the Army, Navy and Air Force, the Chiefs of each Service (i.e., the Chief of Naval Operations and the Commandant of the Marine Corps), the Chairman of the Joint Chiefs of Staff, and the Under Secretary of Defense for Acquisition, Technology and Logistics.

The second group, the Infrastructure Steering Group (ISG), will oversee joint cross-service analyses of common business-oriented functions and ensure that these analyses are integrated with the Military Departments' analyses of all other functions. This group will be subordinate to the Infrastructure Executive Council and will be chaired by the Under Secretary of Defense (AT&L). It will be composed of the Vice Chairman of the Joint Chiefs of Staff, the Assistant Secretaries of the Army, Navy and Air Force who are responsible for installations and environmental issues (i.e., the Assistant Secretary of the Navy for

Installations and Environment), the Vice Chiefs of each Service (i.e., the Vice Chief of Naval Operations and the Assistant Commandant of the Marine Corps), and the Deputy Under Secretary of Defense for Installations and Environment.

The course that the Secretary has set is clear. "A primary objective of BRAC 2005, in addition to realigning our base structure to meet our post-Cold War force structure, is to examine and implement opportunities for greater joint activity." He recognized that in previous rounds of base closures, the "analyses considered all functions on a service-by-service basis and, therefore, did not result in the joint examination of functions that cross services." Thus, he directed that: "While some unique functions may exist, those functions that are common across the Services must be analyzed on a joint basis."

To that end, the Secretary divided the BRAC 2005 analytic effort into two categories of functions. The joint cross-service teams will analyze the common business-oriented support functions and report their results through the ISG to the IEC. The Military Departments will analyze all functions that are unique to their Services and report their results directly to the IEC.

The Secretary also stated that "a comprehensive infrastructure rationalization requires an analysis that examines a wide range of options for stationing and supporting forces and functions, rather than simply reducing capacity in a status-quo configuration." Thus, he directed the ISG to recommend to the IEG a broad series of options for stationing and supporting forces and functions to increase efficiency and effectiveness and further directed the joint cross-service and Military Department analytical teams to consider all of the options endorsed by the IEC.

The ISG must submit recommendations to the IEC that identify the specific functions that will receive joint analysis and a set of common metrics that will be applied to these joint analyses by the middle of April 2003. The Military Departments must make recommendations for functions to be analyzed on a joint basis before mid-April. When adopted, these recommendations and metrics will provide the foundation for reducing Military Department support functions such as depots and laboratories that duplicate or overlap with each other. The Department of Defense will not make any binding decisions regarding closure and realignment before it submits its final recommendations to the Defense Base Closure and Realignment

Commission on May 15, 2005. It will, however, publish its draft selection criteria (for closing bases) by December 31, 2003, and its final selection criteria by February 16, 2004.

Within the Department of the Navy, the Secretary of the Navy, in a Memorandum dated November 25, 2002, established two groups: the Infrastructure Evaluation Group (IEG) and the Infrastructure Analysis Team (IAT). The Infrastructure Evaluation Group is responsible for developing recommendations for the closure or realignment of Navy and Marine Corps bases and for ensuring that the concerns of operational commanders are considered in the process of making those recommendations. Thus, in consultation with the Chief of Naval Operations and the Commandant of the Marine Corps, the IEG will prepare recommendations for the Secretary of the Navy's consideration and for ultimate transmittal to the Secretary of Defense.

The IEG is composed of eight members. The Chair is the Assistant Secretary of the Navy for Installations and Environment. The Vice Chair is the Deputy Assistant Secretary of the Navy for Infrastructure Analysis. There will be two Admirals recommended by the Chief of Naval Operations and two Generals recommended by the Commandant

of the Marine Corps on the IEG. Additionally, the Assistant Secretary of the Navy for Research, Development and Acquisition and the Assistant Secretary of the Navy for Manpower and Reserve Affairs will each recommend one Admiral, General or senior civilian executive for the remaining two positions.

The IAT is responsible for developing analytical methodologies, developing joint and cross-service opportunities, collecting and analyzing data, and presenting the results of its analyses to the IEG for evaluation. The Deputy Assistant Secretary of the Navy for Infrastructure Analysis will be the Director of the Infrastructure Analysis Team. The Vice Chief of Naval Operations and the Assistant Commandant of the Marine Corps will propose candidates for membership on the IAT to the Deputy Assistant Secretary who reflect a broad range of Navy and Marine Corps experience. Finally, the Secretary of the Navy designated the Deputy Assistant Secretary of the Navy for Infrastructure Analysis as the Department's "focal point for BRAC 2005."

#### **RECOMMENDATIONS FOR SAN DIEGO'S RESPONSE TO BRAC 2005**

It is clear from the Secretary of Defense's Memorandum of November 15, 2002, that the Department is seeking not only to eliminate excess physical capacity, but also to

reconfigure its infrastructure in a manner that maximizes the capability of the operating forces to fight wars effectively and efficiently. Thus, BRAC 2005 will play an important role in transforming the Department of Defense for Twenty-First Century warfare. It is also evident from the Memorandum that the Department intends to conduct a wide-ranging and creative inquiry into the possible ways that military bases could be rearranged to support Twenty-First Century forces.

Examined individually, the military bases in San Diego County are demonstrably effective. Considered as a group, these bases are even more effective and they are very efficient. Certain activities on the bases, however, are candidates for relocation and/or consolidation with similar activities based elsewhere.

Each of the Navy and Marine Corps bases in San Diego County has high military value when considered on a stand-alone basis. Each base has a mission that is important to the national security of the United States, and nearly every base is situated on property that, by virtue of its location and physical attributes, is uniquely suited to the mission of the operating forces based there.

Equally important, when the San Diego County military bases are considered together, as a network of facilities



that complement each other, they gain even more military value. Indeed, the Navy-Marine Corps complex in San Diego, supplemented by the Navy and Marine Corps bases at Twentynine Palms, El Centro and Yuma and their associated training ranges and by San Clemente Island and the offshore ranges in the Eastern Pacific, supplies the operating forces with unparalleled opportunities to satisfy their readiness and training requirements efficiently and economically.

San Diego's strategy should be guided by the Secretary of Defense's Memorandum, which characterizes as "profound," the contribution that BRAC 2005 can make to transforming the Department of Defense by rationalizing its infrastructure with defense strategy. Thus, San Diego must demonstrate that its bases and support activities contribute to transforming the Department for the Twenty-First Century.

The Department of Defense will apply different standards to operational bases and support functions. It will apply traditional military value criteria, such as those listed in the new base closure statute, to the operational bases. And it will apply criteria to the support functions, i.e., depots and laboratories, that seek

to reduce and/or eliminate duplicative and overlapping activities.

Consequently, San Diego must approach the operational bases such as Naval Station San Diego, Naval Air Station North Island, Marine Corps Base Camp Pendleton and Marine Corps Air Station Miramar in one fashion and support activities such as NADEP North Island, SPAWAR, PEO C4I/Space, and SSC San Diego in a different fashion. San Diego should rely upon the traditional military value considerations to address operational bases, and upon activity-specific considerations to address the support functions.

In respect of the operational bases, San Diego should convey to the Office of the Secretary of Defense, the Department of the Navy, and the Defense Base Closure and Realignment Commission that the military bases in San Diego County contribute to transformation in two ways. First, each Navy and Marine Corps base in San Diego County effectively and economically supports military missions that have high military value now and for the foreseeable future. Second, collectively, the San Diego bases, supplemented by the other Navy and Marine Corps bases and training ranges in Southern and Southeastern California, Southwestern Arizona and the Eastern Pacific Ocean,

comprise a network of readiness and training resources that has extraordinary value by virtue of the unique training opportunities that it provides efficiently and economically. These two themes reflect the unassailable fact that operating forces of all kinds can be based in San Diego County and train on a year-round basis more effectively, efficiently and economically than at any other place in the United States.

Illustrative examples are evident throughout the San Diego County military bases. The Cruisers and Destroyers based at the Naval Station train and operate in the Eastern Pacific Ocean with the Aircraft Carriers based at North Island and with the Submarines based at Point Loma. The Amphibious Ships based at the Naval Station take on Marines from Camp Pendleton and Marine Corps aircraft from Camp Pendleton and Miramar and train offshore with the Aircraft Carrier Battle Groups. The helicopters at North Island train offshore on the Eastern Pacific range near San Clemente and at Imperial Beach. The aircraft at Miramar train on the offshore ranges in the Eastern Pacific; at San Clemente Island; and on the air warfare ranges a short flight away in Southern and Southeastern California and Southwestern Arizona. The Marine troops at Camp Pendleton train on the Coronado beaches; on the ground ranges at

Twentynine Palms; on San Clemente Island; and in the Southeastern California and Southwestern Arizona desert as well as at Camp Pendleton. Thus, the San Diego-based forces are centrally located close to offshore, air and ground training ranges.

These two themes: (1) that each of the San Diego County Navy and Marine Corps bases has high military value on its own; and (2) that, together with the other bases and ranges in Southern and Southeastern California, Southwestern Arizona, and the Eastern Pacific Ocean, the San Diego bases comprise a unique military complex that possesses extraordinary military value as an effective, efficient and economical guarantor of readiness, should be conveyed to the Office of the Secretary of Defense and the Department of the Navy throughout the duration of the BRAC 2005 process and to the Defense Base Closure and Realignment Commission when it holds hearings. San Diego should prepare a paper that presents both themes through examples of the actual operations of military units at all of the bases. This paper would set out the value of the bases individually and collectively and include the desert and offshore ranges.

These two themes also highlight the advantages of locating support functions such as depots and laboratories

close to operating forces. As with the relationship between the operating bases and the training ranges, there is demonstrable synergy between the support activities (such as maintenance, training, and research and development activities) and the operating forces. The support activities obtain information from the operating forces on a regular basis and use that information to maintain and repair ships, aircraft and equipment; to conduct training that replicates conditions the operating forces are likely to encounter in Twenty-First Century Naval and expeditionary warfare; and to develop new technologies and products that respond to the needs of the operating forces and enhance their capabilities. These themes illuminate the advantages of maintaining in San Diego activities such as NADEP North Island, the various training commands and activities, SPAWAR Headquarters, PEO C4I/Space, SSC San Diego and the Naval Health Research Center.

However, proximity-based considerations of convenient access and regular exchanges of information are not likely to be sufficient, standing alone, to withstand challenge based upon DoD's conclusion that particular support activities duplicate or overlap with those conducted at another Military Department's facility. More will be

required. For the "common business-oriented support functions" such as NADEP North Island, SPAWAR, PEO C4I/Space, and SSC San Diego, it will be necessary to advance arguments based upon the quality of work performed by these activities; the efficiencies and economies of their operations; and the value they contribute to transforming DoD for the Twenty-First Century.

San Diego should articulate these arguments in activity-specific papers that address each of the contributions by each of the support activities. Each paper should make the case for maintaining each activity in San Diego by emphasizing its capabilities, efficiencies, economies and capacity to absorb similar work now being performed elsewhere. As with the paper addressing the operational bases, these papers should be submitted to the Office of the Secretary of Defense, the Department of the Navy, and the Defense Base Closure and Realignment Commission.

Similar considerations also apply to Submarine Squadron Eleven and the Naval Health Research Center, and papers should be prepared that set out their value. With respect to Submarine Squadron Eleven, San Diego should emphasize the operational, training and cost advantages of maintaining Attack Submarines in San Diego where they can

train and operate efficiently and economically with the Aircraft Carrier Battle Groups based there. In respect of the Naval Health Research Center, San Diego should reinforce the rationale and decision of the 1995 Defense Base Closure and Realignment Commission by focusing on NHRC's close and productive relationship with Navy and Marine Corps operating forces based in San Diego.

Next, local elected officials from the City and County of San Diego, State Legislators, community representatives, and San Diego's Congressional Delegation should communicate with the Secretary of Defense and the Secretary of the Navy in two ways. They should write letters to them that reflect the two themes and then follow-up those letters with meetings that convey the City's and the County's support for maintaining the bases and support activities in San Diego. These visits should commence during 2003 and continue throughout the duration of the BRAC 2005 process.

Next, San Diego should begin to prepare for hearings that the Defense Base Closure and Realignment Commission will hold in 2005. This preparation should take two forms. First, testimony should be prepared for local elected officials and community representatives to present to the Commission. Second, demonstrative exhibits that reflect the two themes, such as maps, diagrams and photographs,

should be prepared and assembled for submission to the Commission.

At the same time, San Diego should stay abreast of developments within the Office of the Secretary of Defense and the Department of the Navy. In particular, the City and the County should monitor the Office of the Secretary of Defense's consideration of the functions that will be analyzed on a joint basis and the criteria that will be applied in selecting bases for closure or realignment. Since the selection criteria will be open to comment from the public, the City and the County should review the draft selection criteria when they are published and comment upon them.

Additionally, the City and the County should begin communicating with the two teams within the Department of the Navy (the IEG and the IAT) that are responsible for developing recommendations regarding closure and realignment and concerning opportunities for joint cross-service consolidations. Indeed, San Diego should submit the same papers to these two teams that it submits to the Secretary of Defense and the Secretary of the Navy.

Similarly, the City and the County should begin communicating with the groups within the Office of the Secretary of Defense (the IEC and the ISG) that are



responsible for making policy regarding the BRAC 2005 process and for overseeing joint cross-service analyses of common business-oriented business functions. San Diego should submit the same papers to these two groups that it submits to the Secretary of Defense.

To ensure that all of these communications are effective, the City and the County should begin the process of briefing local elected officials, State Legislators, community representatives, and the Congressional Delegation and their staffs concerning the two themes that will be presented in the papers and the additional detailed arguments that will be presented in the activity-specific papers concerning the support activities. This will allow them to convey well-informed views to the Department of Defense.

In summary, the City and the County, through their local elected officials, State Legislators, community representatives, and Congressional Delegation must send the message to the Pentagon that each Navy and Marine Corps base in San Diego has high military value; that the Navy-Marine Corps complex here and in the Southern California-Southwest Arizona region has extraordinary military value; that it is unique in the United States; and that the support activities are making substantial contributions to

the operating forces and to transformation for the Twenty-First Century. This message should be transmitted on paper and conveyed in face-to-face meetings with decision makers at every level within the Office of the Secretary of Defense and the Department of the Navy and it should be conveyed regularly throughout the duration of the BRAC 2005 process. Additionally, when the Defense Base Closure and Realignment Commission holds hearings in 2005, these two themes should be advanced through the personal appearances and testimony of local elected officials and community representatives and in demonstrative exhibits that are submitted to the Commission for its consideration.